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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

September 20 1973 Volume 52 No 12

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Ronnie Peterson tries his new mount, an F3 Cooper 500!



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ABC

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AUTOSPORT, SEPTEMBER 20, 1973

EDITORIAL

A critical situation

It became very apparent last weekend that Formula 2 is about to become stone dead. It comes as rather a shock and will create a great deal of disappointment not only to spectators but competitors and constructors who have all enjoyed its excellent qualities over the past few years.

To those closely involved it is a decision that has got to be taken and it is the constructors who are about to call a halt. The problem as always, is money. In this case it is not that they want to make huge profits, but that by winning a race they might be able to break even. At the moment it just is not possible—not even by winning everything and claiming maximum travel money can they cover the actual cost of going to a meeting and competing let alone make something on the side to help cover factory overheads and development costs.

Earlier this year the F2 Constructors' Association put forward a revised pay structure for the formula giving a minimum figure which would be acceptable to them to enable competitors to break even. Most organisers, the great majority of which are European, have been making good profits out of running F2 races, particularly in Germany because of good crowds and France through local government assistance, but those organisers are not prepared to accept any sort of change. In England the situation regarding F2 is different; MCD's John Webb does a separate deal for Mallory Park while the Thruxton event usually attracts a big outside sponsor to cover the costs of putting on the race, but the margin of profit is very small.

Because the organisers have refused to accept the proposals made to them, the F2 Constructors' Association have informed them that they will not build any F2 cars next year. Thus F2 will be killed. Nobody wants to do it least of all the constructors. F2 provides good racing and provides an interesting technical field to exploit. It gives the spectators the chance to see some of the Grand Prix drivers in action against those who are challenging them for their F1 rides. The formula also provides a very good and necessary stepping-stone for the up-and-coming drivers, as it gives them valuable experience of European circuits. If it does die, what will happen to them?

F5000 is the obvious answer. It has proved itself this year as a good formula but instead of losing the drivers to Europe for F2 all the top names are intending to head to America where F5000 provides £124,000 more in basic prize money than it does in Britain, and the low British fund is not scheduled for an increase next year although the number of rounds is more than double those in America.

We don't want to see Formula 2 disappear but it seems that the constructors have got no alternative. The ball is now in the organisers' court and they will have to move very rapidly if they are to catch it.

our cover picture

Lydden's big rallycross last Saturday with de Rooy's Daf-BDA leading Taylor's Escort in the dusty conditions.

Photo: Peter Burn.

Third Tyrrell for Amon in Canada and America



Patrick Depailler — broken leg.

Chris Amon will drive the third Elf Tyrrell in the Canadian and American Grands Prix. This was the news which brought a sigh of relief from many racing fans this week. The drive has come about because Patrick Depailler, who was originally to have driven the car, broke his leg while riding a motorbike last week.

For Amon it is of course the finest F1 drive he has ever been offered following his years and years of frustration in the top league. This will be his best ever chance of proving himself to be one of the very best GP drivers and of course to score his elusive first GP victory. This also means that Elf Tyrrell have an incredible line-up for these two extremely lucrative GPs and some people are already talking of a 1-2-3, as the cars always seem to go better than anywhere

else at Mosport and Watkins Glen.

For Patrick Depailler this perhaps means the end of any hopes of a regular GP place with the backing of Elf. The French fuel company were very unhappy to hear about the accident and said "when one is given the chance of taking part in two Grands Prix counting for the world championship one should not take unnecessary risks. We have tried hard to gain promotion for a French driver and all our efforts are ruined because of this stupid accident." Depailler's place in the Elf Coombs F2 team was taken by their top F3 driver Michel Leclerc at Albi last weekend and if Leclerc wins the French F3 championship they will almost certainly want to upgrade him next season.

The choice of Amon for the Tyrrell team obviously leads to thoughts about him joining the team to replace Jackie Stewart if the new World Champion retires at the end of the season. This is in fact not the first time Amon has driven for Tyrrell; before he drove an FJ Cooper at Crystal Palace in 1983 and an F2 Cooper at Enna in 1985.

The Canadian GP is of course this weekend and with Stewart now confirmed as Champion the battle will be on for second place in the championship. Ronnie Peterson's recent speed and two successive victories has seen him leap up the table and it is now between him and his



Chris Amon — change of fortune.

reportedly unhappy JPS team mate Emerson Fittipaldi and Tyrrell number two Francois Cevert. McLaren will have Denny Hulme, Peter Revson and Jody Scheckter for these final two races and must be in with a chance of a win. All the other usual teams will be present and it is not expected that there will be any changes to the usual entry for this race although Bill Brack was hoping to hire a March. However the only car available is David Purley's chassis which will be driven for the works by Jean-Pierre Jarier. Surtees will be running Mike Hailwood and Carlos Pace in Canada but Jochen Mass will be at Watkins Glen.

The race takes place on Sunday and the result should be known in this country around 10 pm.

Gitanes wanting to sponsor F1?

There were strong rumours in France last week that Gitanes, the French cigarette company who have sponsored F3 and sports cars during the last two years are about to step in F1. Their sports car efforts have been centred around the 2- and 3-litre Lola sports cars of Reine Wisell and Jean-Louis Lafosse but have been rather unrewarding. Lafosse apparently wanted to take the money to an F1 team

to hire a ride for himself. Apparently he went to March, the only people usually prepared to do such deals. Gitanes liked the idea of F1 Marches but somebody was not happy about Lafosse having one. However, March had a top line French driver in Jean-Pierre Jarier already and Gitanes could provide Reine Wisell as their nominated driver. When this was put to Robin Herd last week he claimed no knowledge of the

deal. In fact there was little reason to doubt that this was so when a reliable French source indicated that Gitanes in fact wanted an all French deal which Matra could provide in the form of an F1 car for Jean-Pierre Beltoise and some sports car involvement as well and this is, of course, far more likely. Which leaves March and Jarier still looking.

BA cancelled — Matra champions

As expected the final of the world sports car championship, the very much on-off race at Buenos Aires on October 21, has now officially been cancelled. The CSI received a telex last week from the Argentinian organisers which said that because they had only received entries from Matra there was no way that they could run the event. This of course means that Matra have won the championship. After the

last round at Watkins Glen Ferrari had scored more points 127 to 124, but with Buenos Aires being cancelled they can only count their best seven results instead of eight which means that they have to deduct their lowest score (12) which gives them a total of 115 points. Matra have scored their points in just seven events and so can count them all.

Also cancelled last week was

the Paris 1000 kms. This traditional end of season non-championship race was to have been held on October 14 but following the CSI's recent ban on the Montlhéry circuit for safety reasons they are left with nowhere to run it. Last season for the first time it was run at Rouen but following the F2 race in June this year this circuit was also banned.

Sports car drivers swop time?

As well as the F1 "silly season" sports car circles are also in the similar position. Largest rumours are that a Forghieri designed new Ferrari sports car is already designed, but awaiting construction, upon authorisation from Fiat. Apparently Ferrari do not intend racing this year's cars again and as yet nobody knows if they will be contesting the forthcoming Kyalami nine hours race which they have won for the past two years.

Normally they treat this race as a development session for the forthcoming season, but they are unlikely to have the new car finished in time now even if they got the go-ahead immediately. Rumours are that Ferrari's Arturo Merzario will look for a ride with Alfa Romeo for next year especially as he seems unlikely to stay with Ferrari for just six F1 races which is all they say he can do.

Ing Chilli of Alfa says talks are going on with Regazzoni, Stommelen, Revson et al, but as yet nothing has been signed. Certainly Stommelen was taking a great interest in the Gulf camp last weekend and was openly saying that he would like to drive a DFV powered car next year.

As for Gulf, the word is that they will be using their 1974 drivers for the Kyalami race and at present only Derek Bell looks like being sure of a seat. If Ferrari cut back next year it would leave ex-Gulf sports car ace Brian Redman looking for a drive....? And Jackie Ickx is an old Gulf buddy of Brian's as well....?

Brazilian race plans

Negotiations are currently in hand between Motor Race Consultants and the Brazilian authorities for a two race F2 series in December. The first would be the inaugural meeting at a new circuit near Brasilia on December 2 and the second at Interlagos a fortnight later. Ten Europeans will be invited to compete alongside Wilson Fittipaldi, Carlos Pace and four rent-a-drive men.

Volkswagen do Brasil has announced plans for a heavily sponsored Formula Super Vee championship next year. It looks as though it could take over from the Brazilian Formula Ford (with Renault-derived engines), which suffers from a lack of power and a lack of major sponsorship. The only obstacle to Brazilian FSV is the lack of a suitable local car, although representatives are currently in Britain to negotiate.

Formula Two constructors' threat to stop production

The major story at the Albi F2 race weekend was that the whole future of Formula 2 has suddenly become very bleak because of the organisers refusal to make any effort to change the prize money scale or alter the structure of the European championship for next year.

Right from the very start of this season the constructors have been pressing for a revision of the prize money scale and there have been a number of fairly constructive meetings which gave everyone hope for the future. However, a meeting last week between John Surtees (representing the constructors), John Coombs (European entrants) and Peter Gaydon (privateers) with Emile Brazing the Hockenheim promoter showed that absolutely nothing had been done. Surtees said: "I was confident until the last meeting that we would be able to get things sorted out for next year but now I feel that there is very little hope. We have two alternatives. We can take the Formula 1 attitude and boycott the races which will not pay our minimum figure or we can just stop building F2 cars altogether which, because of the small profit margin which they produce is the better of the two options."

The demand of the constructors is that there should be a guaranteed minimum prize money fund of Sw. Fr. 195,000 for a 25-car grid. This money would be shared between everyone and part of it would be paid according to grid positions. There would be no separate deals for graded drivers and the whole Sw. Fr. 195,000 would have to be paid out even if there were not 25 cars. At the moment the position is that the organisers guarantee Sw. Fr. 125,000 but a great deal of this is spent on outside deals to attract graded drivers and if they do not turn up the money is kept by the organisers rather than

being shared amongst those that do turn up—which in effect means that they are getting away with paying Sw. Fr. 100,000 or less.

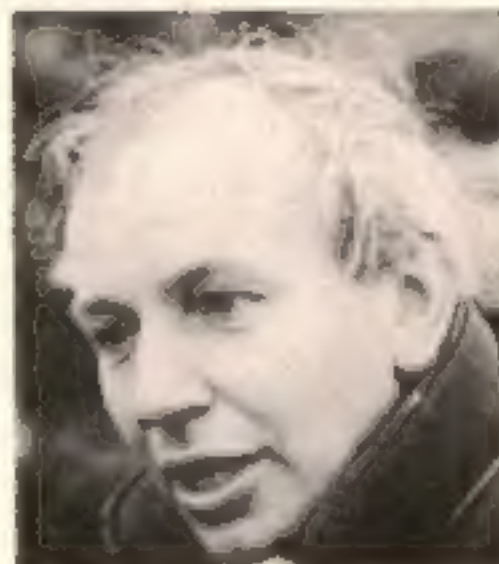
When Surtees first approached the CSI about the problem in June he told them that even a team winning every race, setting fastest lap in practice and the race could not expect to come away with a profit and that it was no longer a viable formula. The answer was: "Oh, why didn't you tell us before, we didn't know—of course we shall do something about it."

They did come up with a guaranteed minimum of Sw. Fr. 155,000 but still wanted to do their deals with the graded drivers; which in effect means that they are prepared to spend Sw. Fr. 195,000 but want to do their own deals which is a safety valve for them in that they can get away with spending less if they want to. The constructors, however, are adamant that Sw. Fr. 155,000 is just not enough.

In constructors' deal they want to be able to run graded drivers as well but in the same deal as with the non-graded people, ie, they all compete for grid money.

The only constructors who have not taken part in the discussions are, of course, the only team who get a good deal at the moment, Lotus. They enter the Texaco Stars for Ronnie Peterson and Emerson Fittipaldi and the two drivers attract big starting money. Thus the team are happy as they are guaranteed a good return whatever happens in the race, which because both drivers are graded does not matter to them as far as the championship goes.

The constructors would like to see the whole championship given a big boost in the way of an overall sponsor or something similar. As Surtees said: "If we can go and find sponsors for our efforts the organisers should be prepared to do the same, if



John Surtees—"very little hope."

they are not willing to do so then we shall put our money elsewhere. My sponsors, Matchbox, have given me permission to use their money in any formula 1 choice for next year."

A telegram signed by all the F2 constructors except Lotus was sent to the CSI last week saying that nobody would be prepared to build any F2 cars at all next year if they could not come up with the guarantee of Sw. Fr. 195,000. Surtees said that if there was no affirmative answer within the next two weeks then there was no way that he could do F2 next year. The attitude of all the constructors is the same—they will not do F2 next year if even by winning they cannot expect to break even.

What will the teams do instead? F5000 is the obvious answer. Chevron are already successfully involved, Surtees says he will probably build two or three cars. GRD are known to be building a car and so on. Rondel are building an F1 car but Ron Dennis said on Sunday: "F2 has been so expensive to do this year, that we have overspent our budget by £30,000 or £40,000 which is not easy money to find. Consequently our other plans have had to take a back seat for the moment."

RAC decide on G1: big cars can run

At the RAC Competitions Committee meeting last Wednesday week, the regulations for next year's RAC British Touring Car Championship were agreed, and over 4-litre cars will be eligible. The classes in the championship will be, up to 1600 cc, 1601 to 2500 cc, 2501 to 4000 cc, and over 4000 cc. However there is a stipulation. There must be at least six entries for each class, otherwise that class will not be catered for at that particular round. Full FIA Group 1 regulations will be adopted, but there will be certain tolerances and additions to those regulations. Copies can be obtained by sending an ssc to the BISCDA, Baystrait House, Station Road, Biggleswade. A sponsor for the RAC Group 1 championship should be announced within the next few weeks, but currently there are 12 rounds planned at international meetings at Mallory Park, Brands Hatch, Silverstone, Oulton Park, Thruxton and Snetterton.

Donington Association

The local residents at Donington have formed a Donington Park Racing Association to support the revival of racing at Donington. Further details will be available in October but the idea is that members will pay a small subscription to the Association who will organise various functions, the profits of which will be donated to a local charity. Among the benefits for members will be privilege access to the collection.

The latest acquisition to the Collection is a 1968/69 Indianapolls Repco Brabham which was driven by Jack Brabham in the 1969 500. The Collection has a 4.2 Repco V8 to go with the car but would like to hear from anyone who has a pair of 10-13 in x 15 in diameter six spoke Brabham rear wheels. British Leyland have also lent the Collection two pre-war racing Austin 750s; one side valve version and one of the 10,000 rpm overhead camshaft racing cars.

Recent visitors to Tom Wheatcroft's fabulous Collection include Ronnie Peterson with his father Bengt who used to race an F3 Cooper and Marlboro racing director (significant?) Baron de Graffenreid who was seen trying Wheatcroft's Maserati 4CLT/48 which is identical to the one he used to race. There is a great deal of activity at Donington at the moment and some exciting news can be expected in the coming weeks.

Vittorio Brambilla (centre) acknowledges the crowd at Albi after becoming the first man to beat Jean-Pierre Jarier (right) in F2 this year. Jean-Pierre Beltoise (left) looks on.



Tom Wheatcroft looks on as recent Donington visitor Baron de Graffenreid sits in the Collection's Maserati 4CLT/48 similar to the one he used to race.



FB changes to Atlantic

In a statement that came as no surprise Bob Hanna, executive director of the Canadian Automobile Sport Clubs and officials of Imperial Tobacco last week announced changes in the regulations for the 1974 Players Challenge Series for the Canadian Championship.

Next year the series will be for Formula Atlantic machinery and will be open to drivers from all countries. In 1973 the series ran under SCCA Formula B specifications which, although theoretically allowed many types of 1600 cc powerplants, effectively meant the series was for cars powered by the Ford Twin Cam.

This year only Canadian residents were eligible to score points counting towards the championship, which resulted in the somewhat ludicrous situation of American Alan Lader winning four of the six races, but Canadian Bill Brack who was consistently the highest Canadian but didn't win a single race, took the championship crown.

These changes will obviously advance ideas that John Webb might have had of another international formula when he initiated FA in 1971. Also interesting possibilities are now open for Canadian and American drivers wishing to compete in the six race Players series to pick up their chassis in England and sort them with a few Atlantic races before heading back to North America for the Canadian opener, usually about the end of May. The next step is of course the development of an international Formula Atlantic championship.

McNally F1 progressing

We failed to mention in our story about the Hesketh V12 engine last week that all the work is being carried out by McNally Engineering of Washington, Co. Durham. Aubrey Woods has in fact been working on the engine at Gordon McNally's factory for some time—the original intention was to use it in the projected McNally F1 car which itself will be completed in the near future and will be run next season.

Aubrey Woods is about to move permanently to Washington and the first V12 should be ready for demonstration at Monaco next season. Incidentally McNally tells us that the airstrip at Washington has been extended to cope with Lord Hesketh's aeroplane.

Estoril F2

It was officially confirmed at the beginning of this week that there will be a non-championship F2 race at Estoril in Portugal on October 21. Already there are 19 confirmed entries which include Carlos Reutemann in the Fina Brabham BT40 which has been raced by Andrea de Adamich and Gabriele Serblin this year. This will be Reutemann's first F2 outing of the year. Wilson Pittipaldi will be in the works BT40 while other entries include Emerson F., Ronnie Peterson, Henri Pescarolo, Tim Schenken, Tom Pryce, Reine Wisell, Mario Cabral (works March), Bertil Roos, and Hiroshi Kazato.

F5000 for Watson

John Watson will be driving the Hexagon of Highgate Trojan T101 F5000 car at Zandvoort on September 30. Watson replaces Willie Green who has driven the car so far this season but recently had a disagreement with the team.

It was Hexagon who sponsored Watson in two of his spasmodic F1 outings in the last two years. They bought the Eifelland March from Tony Brown at the end of last year and ran it in the Player Victory meeting at Brands Hatch and they acquired the ex-works Brabham BT37 for him to drive in this year's John Player Grand Prix before selling it to Tony Brown. Watson has tested the Trojan briefly before but will be at Silverstone this week to give it a thorough sorting.

Hexagon are planning a full season of F1 next year and it is with that in mind that team manager Paul Michaels has asked Watson to drive at Zandvoort. The Irishman is of course contracted to Brabham but has been unable to secure any permanent F1 ride with them this year but a Hexagon sponsored Brabham for him next year sounds a likely possibility although their contract with Trojan could mean that they might get Ron Tauranac's latest design.

● Currently competing in Formula Ford races around the country is Bill Durlacher, son of Jack Durlacher, one time sponsor of Jo Siffert and one of Mike Beuttler's supporters. Bill's effort is entirely independent to his father's, and the five races entered so far in a Dulon have been "eventful."

FF Festival repeat

Following the success of the first Formula Ford Festival last year, the BRSCC will be repeating their all-Formula Ford meeting at Snetterton on November 3/4. Up to 120 cars will be accepted to compete in a "knock-out" contest through heats, semi-finals and a grand final. The fastest 15 in each race go through to the next round, all other finishers receiving a cash consolation award. Everyone qualifying for the Grand Final will receive a cash award ranging from £100 to the winner to £10 for last man. Once again this will be the richest Formula Ford event of the year.

Scrutineering and practising takes place all day on Saturday, November 3, with racing only on the Sunday. A Formula Ford Festival Party and prize-giving will be held at the circuit after the Grand Final open to all drivers, mechanics and friends. Regulations and entry forms will be available during the last week of September from the Secretary of the Meeting, Margaret Powney, Savile House, 14 St Mary's Square, Newmarket, Suffolk. Entries, which close on Monday, October 22, will be accepted strictly in order of receipt.

CanAm news

At the Edmonton CanAm last weekend, the championship organisers indicated that the series would continue next year and will definitely be for sports cars, however what form they will take has yet to be decided. Our reporter at the race said that it looked as though there would only be one Porsche next year if the regulations stayed the same, and that would be the works Roger Penske car for Mark Donohue which has given everyone else a good reason for looking to other formulas.

Meanwhile other teams are still looking for success this year. The UOP Shadow team have just started to get some serious testing in with the Tony Southgate designed car which has suffered through lack of testing time so far. The results are already beginning to show as Jackie Oliver was third at Edmonton—easily the best result for the team this year in the series. Oliver has also been testing the turbocharged version at the Indianapolis Raceway Park and progress has apparently been good.

Mario Andretti is also expected to make a comeback to the series with the Commander Motor Homes turbocharged McLaren. This has been undergoing extensive testing recently and apparently the results have been satisfactory and the team will reappear at Riverside.

New Italian 2-litre V8 engine

Making a surprise debut at the Imola 500 kms race last weekend was an all new V8 two-litre racing engine called a Romeo Ferraris, called after the name of its designer. Sig. Ferraris had previously designed a one litre double ohc engine and won all six races that it had been entered in. As a development of this engine he decided to use the same parts in a V8 configuration to produce a two litre version. The engine features several interesting ideas. The throttle system is by a roller method inside a tubular "mixing chamber" instead of the normal slide arrangement, the fuel injection being supplied by twin Kugelfischer units. The 16-valve cylinder heads are both interchangeable while a very practical looking rubber belt arrangement drives the twin overhead camshafts on either side.

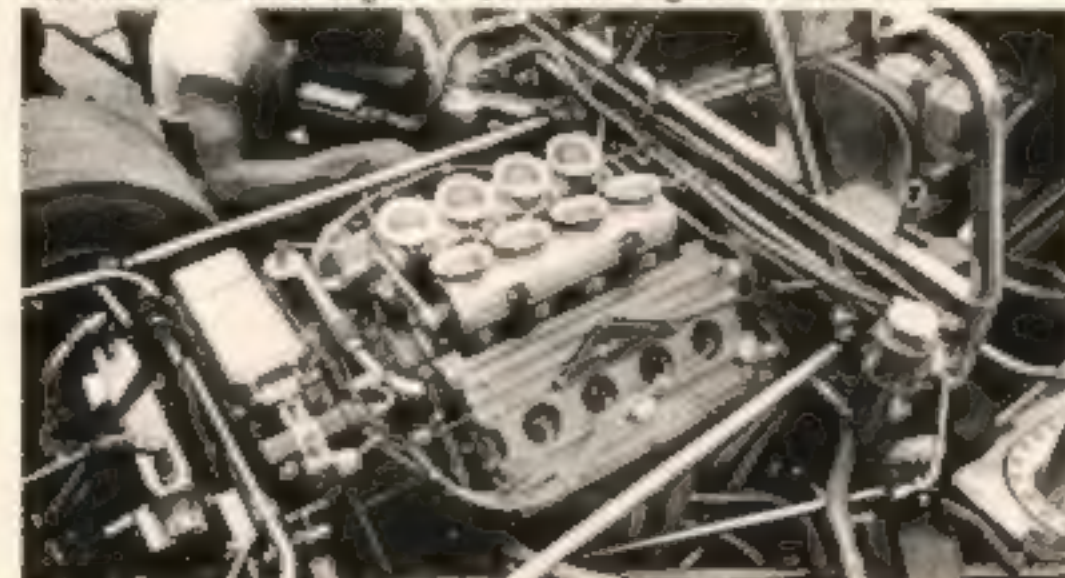
The whole project looks very neat and business like—simplicity being the one outstanding factor

of the engine. It has been fitted into a Lola T292 chassis by Heine Mader of the newly formed HMR Racing Components shop using the ex-Ecurie Bonnier premises in Switzerland. The engine has been coupled to a Hewland gearbox by means of a modified DFV adaptor plate. A power figure of 280 bhp is

claimed by its designer and judging by its performance on Sunday this figure cannot be far out.

Plans to produce the engine for two-litre racing are underway and if things work out this engine could produce an exciting challenge to the present Ford and BMW domination.

The Romeo Ferraris engine in Giancarlo Gagliardi's Lola T292.





'Fingers' Vandervell walks the Yellow Pages

Driving the Team Triplex March 73B at
the Oulton Park Gold Cup meeting, Colin
Vandervell clinched the hard fought Yellow
Pages Formula Atlantic Championship.
Triplex thank Colin and mechanic
Mike Greenwood for their efficiency and
consistency throughout the series.
Now for the BP Championship.



XXX
Triplex

Modsports regs meeting set

As announced in Pit & Paddock last week a representative from each modsports class has been nominated to look into each class situation. Clarified regs. for 1975 will then be drawn up and put to drivers at Thruxton on October 25 when anyone interested is urged to attend. Anyone with opinions (all drivers hopefully) is urged to contact the appropriate representative(s) to express them, as all will be taken into account, in a democratic fashion.

Up to 1150 cc: Andrew Talbot, Aston Lodge, Nr. Runcorn, Cheshire.

1151-2000 cc: Jon Fletcher, 5 Leighton Ave., Littleborough, Lancs.

2001-3000 cc: John Kerawell, 20 Newland Close, Eynsham, Oxford OX8 1LE. Tel: Eynsham 7849.

Over 3000 cc: John W. Pearson, 283 Court Lane, Erdington, Birmingham 23. Tel: 021-373 4746.

Monoposto change

It seems unlikely that there will be a 1000 cc class in Monoposto racing next year as it has been fairly poorly supported this year. Formula 4, however, caters for this size of engine and it seems certain that most of the cars will join the F4 fields.

Formula 4 looks like taking a step up next year anyway, for there is no shortage of the one-litre screamers which entertained crowds in F3 up to 1970. Chassis are also forthcoming. GRD making a bow next year in the form of an ex-Brise 372 to be used by Lotus 59 pilot Gavin Hooper.

● A trial event run to next year's revised production sports car regulations will be run at the STP qualifying round at Oulton Park on October 27. The revised regulations mean a back to front grid and the addition of Clan, Ginetta and Morgan cars, although they will not be eligible for points or prize money.

Jaussaud shines in Canada

American Tom Klausner piloted his ex-Rondei Brabham BT38 to a 40 second victory over the March 73B of countryman Ron Cohn in the Grand Prix Molson Trois Rivières through the streets of the Quebec town on September 2. Klausner set a steady pace from the start and the number of DNFs resulting from track temperatures of well over 100 degrees F worked in the American's favour.

However, for the 20,000 spectators, the excitement of the race was provided by Bill Brack and Jean-Pierre Jaussaud. Brack as always was at the wheel of his Lotus 59 while Jaussaud had been brought over by the organisers and Fred Opert to drive a new Brabham BT40.

Although timing in qualifications was somewhat suspect, no one denied Bill Brack his pole position. From the start Brack took the lead followed by Jaussaud, who tucked in behind the Canadian from his third grid position. Brack took off and aided by a missed shift by Jaussaud, was able to open up four seconds. However, Jaussaud responded, closed the gap and on lap seven outbraked the Lotus entering the tight first corner. From this point the tide was reversed and Jaussaud quickly opened up ten seconds on Brack.

The race practically ended for Brack when he was forced to pit on lap 24 to tighten a left rear wheel. This happened again on lap 37 and his day finished against the guard rail on lap 50 when he suffered the common

problem of a loss of brakes due to boiling fluid.

By half distance, 30 laps, Jaussaud had built up 34 seconds over Klausner. It was the Frenchman's race but a leaking rear main oil seal brought the Brabham into the pits on lap 32. Oil was added and Jaussaud was sent back to the fray but six laps later he was back again with oil all over the gearbox and a broken wing stay. His race had ended.

With Jaussaud's initial pit stop Klausner inherited the lead, pursued by Ron Cohn, Charlie Gibson (March 712M) and the Chevron B25 of Chip Mead. This was the eventual finishing order.

The last half of the race was highlighted by a good dice between Mead, Bruce MacInnes (March 738) and Reg Scullion (March 712M) but this ended when Scullion hit the marble archway and broke a wheel. Two laps later MacInnes, who had been flying from the back of the 30-car grid up to fifth place, was put into the guard rail. Still using his damaged Mosport tub, the monocoque collapsed around his foot and he had to be cut out before being sent to the hospital with a broken leg.

Swede Bertil Roos was scheduled to drive the Brabham BT35 that has been campaigned by Ric Forest for the last half of the year. However the Scandinavian missed a plane from Pocono where he had been qualifying his Super Vee for a race, that was to take place the day after Trois Rivières.

Jaussaud in Fred Opert's Brabham BT40 before he retired.



● In correction to last week's Italian GP race data, Peter Revson used Koni dampers and not Armstrong and both Tyrrells used Armstrong and not Koni.

● The Andre Pilette International Racing School based at Zolder in Belgium is holding its annual VW single seater fiesta for novice drivers on October 6/7. The course will consist of a complete day of driving instruction with the best 10 candidates being offered a whole apprenticeship course free of charge. The best 20 candidates overall will have three major prizes to aim for. First is five free races, second three free races and third two free races. The contest is open to all nationalities and the entry fee is around £23. Interested parties should contact Andre Pilette, Rue du Noyer, 288, 1040 Brussels, Belgium.

● Tony Walker, younger brother of Mike, is making quite a name for himself in historic racing with exotic Ferraris and Maseratis from the stable of Stourport farmer Philip Dowell, and Tony will be seen in a Formula Atlantic Ensign in the next few weeks. At Castle Combe last Saturday, he took Dowell's Ferrari 250LM to a good second, hard on the tail of Charles Lucas' Ferrari 275LM.

INTERNATIONAL DIARY

September 22
Road Atlanta, USA (TransAm).

September 23
Canadian Grand Prix, Mosport (World Championship for Drivers Formula 1, round 14).
Tourist Trophy, Silverstone (European Championship for Touring Cars, round 6).
Jyllandsring, Denmark (Rothmans F5000 Championship, round 13).
Zolder, Belgium (G2, G4, G5, F3, FV, FSV).

September 24/25
Coppa Agnelli, Monza, Italy (F3).

September 29/30
Cyprus Rally, Cyprus (European Rally Championship for Drivers, round 24).
Hockenheim, Germany (F2, G3, FSV).

September 30
Montjuich, Spain (European GT Championship, round 10).
Hockenheim, Germany (InterSerie, round 8).
Zandvoort, Holland (Rothmans F5000 Championship, round 10).
Seattle, Washington (L and M F5000 Championship, round 10).
Brands Hatch, England (John Player F3 Championship, round 11).
Bathurst 500, Australia (G2).

October 5/6
Munich-Vienna-Budapest Rally, Hungary (European Rally Championship for Drivers, round 25).

CATCHPOLE

By Barry Foley

QUITE FRANKLY, I THINK THE WHOLE THING IS A HUGE PRACTICAL JOKE. EVEN THE NAMES HAVE BEEN INVENTED... YOU MUST ADMIT THAT "LORD



ALEXANDER HESKETH* SOUNDS PRETTY UNLIKELY. AND "BUBBLES" HORSLEY* IS TOTALLY UNBELIEVABLE. AND AS FOR



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SILVERSTONE TT

Europe v Britain in galaxy of saloons



The first British appearance of the works BMW CSLs will be at Silverstone (above), but Ford of Germany will be fielding a strong array of three works Capris (below).



Britain's biggest saloon car race and only round in the European Touring Car Championship takes place at Silverstone this weekend, the RAC Tourist Trophy. The best from Europe—works BMW, Ford and Alfa Romeo—meet the best from British Group 2 saloon car racing for the two two-hour parts and it promises to be the best European saloon race of the year.

This is the final round in the European championship, which has already been won by BMW and five lightweight CSLs are entered, headed by the works cars for European Drivers' champion Toine Hezemans, Dieter Quester and Hans Stuck Junior. Three Alpina CSLs have been entered, headed by the works Alpina entry for Derek Bell, who will be having his first G2 drive this year. Brian Muir drives the British-based CSL and the other Alpina car is for Swiss drivers Walter Brun and Cox Cocher. No less than three works Capris from Ford of Germany are competing, for Jochen Mass, Dieter Glemser and John Fitzpatrick and another G2 Capri RS is driven by Spaniard Jose Maria. In addition there are a number of fast American cars not usually seen in European rounds, those including the SCA Camaro of Frank Gardner, Terry Sanger and Mike Crabtree in the former's Camaro, Davies Howes' AM Javelin and the Ford Boss Mustangs of Dennis Leech and Martin Birrane/Martin Thomas.

The 2 litre class of the race is very well supported with entries from Ford, BMW, Datsun and Alfa Romeo. Autodelta's team comprises a couple of Alfettas for Carlo Facetti and Rolf Stommelen and a trio of GTAs for Teodoro Zeccoli, Spartaco Dini and Walter Dona. There are five

Escort BDAs for Swedish champion Bo Emanuelsson, Spaniards Rafael Barrios/Emilio Zapico and Britishers Andy Rouse, Jonathan Burcombe and Nick May. There are strong hopes of an entry for the very fast Koepchen BMW 2002 for Helmut Kellens/Harald Menzel, while two privateer BMW 1600/2s are entered for Germans Dieter Hagels/Karl-Heinz Tibor and Rolf Kienen/Ernst Juengten. Much will be expected from the little Datsun Sunny which will be driven by Tom Walkinshaw and Alec Poole and there's also an Opel Manta for Franz Heyne and Gerrit de Fries.

As this is also a round in the British G2 Championship, there are 1 litre and 1300 sub-divisions which brings in such entries as the 1300 Escort BDAs of Vince Woodman and Peter Hanson, Chris Montague and Jon Mowatt in Minis and the Imps of Bill McGovern, Les Nash and Melvyn Adams.

But of course the main interest will be in the over 2 litre class for overall honours between the American products, the BMWs and the Capris, although the 2 litre battle between Alfa, BMW and Ford should be quite something too. The first part starts at 11.30 am on Sunday and the second at 2.50 pm with practice on the Saturday from 10.30 am to noon, 2 pm to 3 pm and from 4.30 pm to 5.30 pm.

SUPPORTING RACES

Major supporting race is the final round in the JCB Historic Championship on Sunday afternoon. Although he has tended to dominate the races overall, Neil Corner (Aston Martin DBR4) is not yet assured of his first JCB title. Two men can beat him, those being Richard Pilkington

(leader of the up to 3 litre class in his Cooper-Bristol) and Nick Faure whose Hexagon Lister-Jaguar leads the over 3 litre class.

There's a marvellous entry for this finale, including seven Lister-Jaguars (including Richard Bond, John Harper, Anthony Hutton and David Ham), four Jaguar Ds (Martin Morris and Peter van Rossem), Paul Weldon's Lister-Chevrolet, three Birdcage Maseratis (Charles Lucas and Colin Crabbe), four 250F Maseratis (Willie Green, Alan Cottam and Cameron Millar), Aston DBRs for Brian Joscelyne and Malcolm McGregor, Tony Walker's Ferrari 250 Testa Rossa, John Roberts' Lotus 16, Ray Potter's Connaught B7, Charles Mann's Alfa Romeo Monza, Hon Patrick Lindsay's ERA and umpteen other splendid cars. It promises to be a tremendous send-off to a very popular championship.

Saturday afternoon—in addition to practice—sees two heats for STP Formula Ford contenders, with the final being on Sunday. Entries include Derek Lawrence and Donald Macleod—who are commuting between Oulton and Silverstone by helicopter on Saturday—Mike Young, Ted Wentz, John Murphy, Tony Pollock, Aio Lawler, Richard Hawkins, Patrick Neve and Terry Richards.

● British Rail are again running their rail/road excursion to Silverstone on Sunday. The train leaves Euston at 8.50 am calling at Watford Junction at 9.11 am. The return fare, excluding circuit admission is £1.

● Practice takes place between 9 am and 5.30 pm on Saturday and the FF heats are at 3.20 pm and 3.55 pm. Admission is 60p.

● Admission for the big day on Sunday is £1.20.

● Two more late TT entries: yet another Alpina G2 BMW CSL for Herbert Muller and top Polish driver Ogrodowczyk—making six G2 CSLs—and a second Spanish Broadspeed Escort RS for Jose Uriarte/Herve Leguellec.

OULTON PARK

Such sporting personalities as Henry Cooper, Brian London, Brian Close, Freddie Trueman, Reg Harris, Robin Knox-Johnston, David Broome, Anne Moore, Ron Hill and Stuart Hall are among those competing in Escort Mexicos in this Sunday's Sparks champions race at Oulton Park. Comedian Harry Worth will present each of the celebrities with an inscribed baton before the race. Worth will literally receive the batons from thin air as a team of free-fall parachutists will descend to hand them over.

The Sparks Celebrity race is the highlight of northern Ford-Sport day which will include many other attractions and demonstrations as well as five other races. Of those the 15 lap BP Atlantic round should be well fought between Japanese F2 driver Hiroshi Kazato (having his Atlantic race in a DART GRD), Colin Vandervell, Geoff Friswell, David Purley, Jas Patterson,

Charles Lucas, Ray Mallock, Ken Bailey, John Nicholson, Cyd Williams and Peter Wardle.

More close racing should be provided by the Motorcraft Mexico Challenge contestants who include Barrie Williams, Rod Mansfield, Stuart McCrudden, Gill Fortescue-Thomas, Allan Wilkinson, David da Costa, Mike Crabtree and John Myerscough. Finally there are two heats and a final for BOC FF contenders, including Derek Lawrence, Donald Macleod, Frank Hopper, Syd Fox, Roger Manning, Robert Arnott, John Crowe Richard Morgan and Graham Cuthbert.

The first race starts at 2 pm. Admission to Ford drivers is free; otherwise, it's just 90p.

LLANDOW

Sunday's Llandow championship meeting sees a round in the STP production sports and Shell sports clubmen's sports championships in addition to local championship rounds for special saloons, FF, litre and Vee. Entries include Chris Meek's de Tomaso Pantera, Nick Faure and John de Stefano in Porsche Carreras, Shaun Jackson's Triumph TR8, Vernon Davies and Richard Mallock in U2s, Robin Darlington's F500 Surtees and Peter Deal's Brabham. First race starts at 2 pm.

BRANDS HATCH

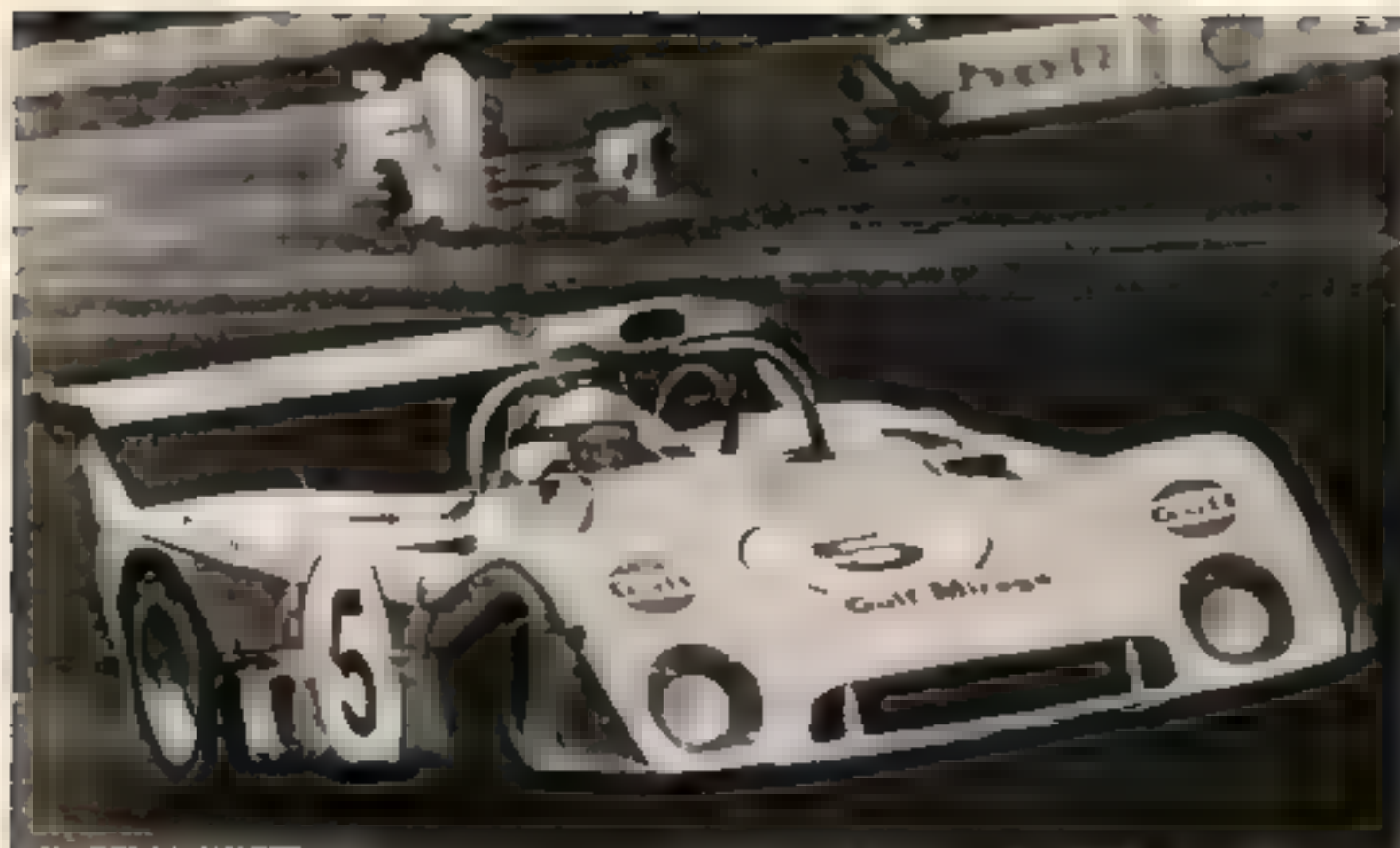
Highlight of Sunday's Melware Cup meeting at Brands Hatch will be two races for Castrol production saloon cars, and the big class race should be quite some race with the Camaros of Stuart Graham and Richard Lloyd, the BMWs of Tony Lanfranchi, Roger Bell and Mike Wooley, the Alfas of Stan Clark and John Handley and Gordon Spice's Capri heading the entry list. In the other race, there should be another confrontation between Tim Stock's Fireza and Bernard Unett's Hunter GLS.

Other races cater for Mini 7, FF, special saloons, mod sports, monoposto and Super Vee cars. Racing starts at 2.30 pm.

MALLORY PARK

The formula litre race at the clubmen's Mallory meeting this Sunday should see quite a battle between Jim Moore's F5000 McLaren M10B, Kim Mather's F1 BRM, and the Formula Atlantica of Geoff Friswell, Jas Patterson and John Wingfield. The seven race programme also caters for FF, saloons, and mod sports with notable entries comprising Tony Sugden and Roger Taylor in Escorts, Nick Wattles and Tom Powell in Minis, Jeff Ward's Imp, John Pearson's XK120, Bob Meachem's E-type, John Evans' Elan, and the FFs of Tiff Needell, Syd Fox and Ed Wilcox. The first race starts at 2.30 pm.

● In addition there is a BARC Yorkshire centre championship meeting at Croft on Sunday starting at 2.45 pm; a "cheap formulae" clubmen's meeting at Snetterton on Sunday starting at 2 pm; and the final round of the RAC Hillclimb Championship at Doune on Sunday.



Derek Bell had a hard time staying ahead of Stommelen in the second race, but won by 8 s.

IMOLA 500

Bell wins for Mirage from Stommelen's Alfa

Story and pictures by JEFF HUTCHINSON

Gulf-Mirage scored a fine win in the closing 3-litre sports car race of the European season, when Derek Bell scored a 8 s victory over Rolf Stommelen's Fiat 12 Alfa Romeo at the Imola 500 kms last Sunday.

Stommelen's Alfa had been much faster in practice and in the qualifying heats but, thanks to some Goodyear "gumball" tyres which went off and chunked, Bell was left to win the qualifier. In the race they started even with Stommelen forced to run a harder compound similar to Bell's Firestones. Thus with no tyre advantage Bell was able to hold his lead from start to finish, but with Stommelen constantly in his mirrors. The Alfa did manage fastest lap of the day however with a 1:18.12 mph lap during his bid for the lead.

The second Gulf-Mirage of Mike Hallwood dropped out before the final with a damaged gearbox after losing all its oil, which left the Lola-DFV T280 of Mario Casoli in third place just ahead of Carlo Facetti's older V8 powered Alfa T33/TT.

Manfred Muhr gave the Fiat-4 Teano-powered AMS its first success with a well driven fifth overall and 2-litre class win ahead of the March-BMW of Cosimo Turizio.

ENTRY AND PRACTICE

For the last two years the Imola 500 Kms event has been a combined InterSerie and non-championship 3-litre race. The result was a rather complicated affair after which nobody was quite sure who and how they had won or lost.

This year the AC Bologna decided to revert back to a straight non-championship 3-litre race and were expecting a good entry. However, a clashing 3-litre Championship race, Ferrari's virtual withdrawal from sports car racing at the moment, and a disinterested Matra now they have clinched the world title, left a disappointing number of class runners to contest this race. The only 3-litre team out in force was Gulf-Mirage with two cars, while Alfa brought along one of their latest flat 12 cylinder cars. Another old V8 Alfa T33/TT, a hired out Lola-DFV T280, and a Porsche 908 were the only other full 3-litre runners. A few Panteras and a poor selection of mainly local 2-litre cars were all the organisers had to make up the three part race in which, perhaps unwisely, they had chosen to split the entry for two 26 lap heat races, and then combine both into a 30 lap final. With only some 26 cars in all it did not look as though there would be very much close racing until the final.

Since the last race at Imola the organisers have put in a tremendous amount of work on track improvements and the chicane

(which had been put in two years ago and which everybody complained was ridiculously tight and narrow) had been re-arranged so that it now looks more like a proper chicane with a nice entrance, a couple of hundred yard straight and a similar exit. As well as being a far better alternative to the previous hairpin loop affair it has also provided several hundred yards of choice spectator area of which the organisers have quickly taken advantage and built two large stands on either side. Certainly the circuit is becoming one of the nicest in Italy and it will make a good venue for next year's 1000 kms event due to be staged there.

Practice was split into two, 60 minute sessions on Friday and Saturday. Rolf Stommelen started the ball rolling with a 1 m 35.89 s on the first day and seemed very pleased with the car. His only trouble was a few missed gear-changes because of selection problems, but despite taking the motor to 12,000 rpm it was still running OK. It was due for a change that night anyway, so it did not matter, "and now I won't have to worry about taking it up to its maximum 11,000 rpm in the race for fear of it blowing up," said Rolf with a smile.

A second car should have appeared for Regazzoni at this race, but it was badly damaged in a testing accident by Teodoro Zecchi a week earlier, and Alfa had no spare. This was unfortunate, for Alfa had wanted to use this race as a development session, as Stommelen's car was a brand new one, although this was denied by Alfa boss

Carlo Chiti. The chassis had been lengthened around the cockpit area by around 4 ins, but Stommelen was unsure if this was an advantage or not without the other car to compare. With the longer chassis also came slightly longer and much better looking body-work, the old "Batmobile" tail-section replacing the flat one tried at Zeltweg in its last race. Longer tail sections with a CanAm Porsche 917/30-type droop at the end were also brought along, but not tried.

Gulf Mirage were also experimenting, but nobody seemed too happy. Despite six weeks gap since their last race, things did not seem to be going too well in the Gulf camp. Bell spent the whole of practice with a fuel pick-up problem and then finally called it a day with falling oil pressure. Derek was credited with a best of 1 m 37.78 s, while a sick feeling Mike Hallwood set a quicker 1 m 37.35 s, Mike having picked up a really bad cold during a week's sunbathing after the Italian GP. Not even holidays seem to go right for Mike this year! Gulf have also been very much in the experimental stage since Watkins Glen, where they found their cars were not far short of 200 lb overweight. They had special lightweight bodywork made up which was expected to save around half of this, but this was not even ready in time. The cars ended up with a lightweight nose on one and a lightweight tail section on the other, so the chances of direct comparison between the two were impossible. Other weight saving devices included the removal of the "decorative" three-glass sill covering the chassis sides, while more improvement was hoped to be gained by hanging the rear wing further out on the back of the tail. It certainly improved on down pressure for it managed to crack one of the tail frames during the first day. The current trend away from low profile tyres again seemed to have crept to the Gulf camp—Firestones having fitted 26 in rears instead of 24 in.

During the following day the story was much the same, Stommelen improved slightly to a 1 m 35.78 s before the Alfa team—full of confidence for the first occasion in a long time—actually packed up and went home before the end of practice and had lots of worried looking Italian journalists running around to find out what was wrong!

Any problems, however, all lay with the Gulf camp, for after changing and adding fuel pumps Bell was still struggling with an engine that cut out every time he hit the brakes. "It even happened while I was just bedding brakes, so I had no chance to test the car's handling at all. I am not going to rush into a corner really fast and then have everything cut out half way round," said a despondent Derek. Hallwood was also looking just as miserable, for he had managed only a few laps in the first session before a weeping gearbox oil cooler combined with low oil pressure had sidelined his practice effort and then his car was having a fresh engine fitted during the final session. Neither driver managed to improve on his Friday time, although they were still comfortably second and third quickest.

Carlo Facetti came next with his older type Alfa, still running its usual Braccia Corse colours and being run by works mechanics. He set a time of 1 m 39.7 s, tyre marks down the side of his car at the end of the second day indicating that he had been trying pretty hard to get this time. Next quickest at 1 m 40.22 s was Mario Casoli having a rent-a-drive in the ex-Ecurie Bonnier Lola T280, which was being prepared by Bonnier's ex-chief mechanic Heinz Mader, who has now taken over the Bonnier set up and has re-named it HMR Racing Components.

Reinhold Jost was once again out in his faithful old Porsche 908/3, the German setting a 1 m 41.91 s in the final session before he came to a stop with no petrol left in the tanks. The fact that Imola is one of the few anti-clockwise circuits in Europe was catching out several of the runners whose cars are built and set up with their fuel systems to operate primarily for clockwise circuits.

The quickest two-litre time went to Manfred Mohr, who once again was putting up some impressive performances in the AMS, its Tecno engine holding together throughout practice this time and he set a best of 1 m 43.27 s. Cosmo Turizio tried to repeat his fantastic efforts in the 2-litre race here earlier this year, but things did not work out too well, for after 1 m 44.03 s in the final session he tried just a bit too hard on the fast downhill section, when he lost his March-BMW, hit the barrier, and spun down the track, fortunately without too much damage other than bodywork and one rear corner.

Next quickest two-litre and ninth quickest overall was a car called a Ferrari, but which on closer inspection seemed like a normal Lola T292 (chassis number 62). It was normal until somebody lifted up the back and beneath lay a big surprise in the form of a completely new 2-litre engine called a Romeo Ferrari after its designer. It is in V8 form and is apparently a development of two one-litre engines designed by the same person. He simply made a new block and crank and using the same rods, pistons and heads and has produced what looks like being a very successful engine if its first appearance is anything to go by. (See Pit and Paddock.)

There was a big gap to the quickest of the local Italian "pseudos," a gentleman called "Achille" no doubt feeling and toying to set a best of 1 m 48.52 s with his Chevron B23-FVC while a gentleman called "Pooky" set a 1 m 50.08 s before damaging his engine in the final session, his Lola being towed back on the end of a large rope.

He had lent his spare FVC engine to Norwegian Ray Fallo who himself had only managed four laps because of fuel feed problems. Fallo thought he would have to give the mule back, but after an all night session with "Pooky" managed to get that engine rebuilt and then he had to start working on his own car and get that running properly.

Twenty-six cars actually managed to practice, although nobody quite knew until race day how many would turn up.

RACE

Race day turned out to be just as hot and sticky as the two previous days. With the first part not until 3 pm cars did not start arriving until after midday, the fuel pick-up problems on the Mirages having finally been traced to the plumbing. The extra fuel pump on the other side of the car was feeding into the same pipe via a T-junction, so that both pumps were pumping against each other and only some of the fuel was getting "round the bend."

The entry was split into alternating prac-

tice times, the second, fourth, sixth, etc., fastest times going off first, which meant that Hailwood was up against Facetti, Jost, Turizio, etc. Only 10 cars lined up out of this group and as they were led around for the pace lap it looked as though we were all going to be in for a very boring 25 laps.

As expected it was Hailwood who shot away into the distance at the start and despite the fact "I was taking it easy and only using 9500 rpm," Hailwood pulled out a comfortable four second a lap and looked untouchable. That was until lap eight however, when coming into the chicane a great cloud of smoke plumed behind the Gulf car. Next lap it was the same, but he still carried on. After another lap the smoke had almost gone and for a while it looked as though it had been a false alarm, but then at the end of lap 11 Hailwood rolled in with a broken gearbox. The smoke had stopped after all the transmission oil had leaked out through a broken oil cooler union. With nothing to lose in this heat it was perhaps unwise of Hailwood not to have stopped and had it checked. "I saw the smoke in my mirrors and checked the gauges and they were all ok, then suddenly there was a clunk from the box and that was that," said Mike later. He got changed and went home.

With Hailwood out there was a dramatic race going on for the lead which the crowd were really loving. Facetti had spun on the second lap while holding second place and by the time he got going again he was down in seventh place a good 30 s behind Jost, who had taken his place. Within four laps the fiery Italian had his Alfa in third place and was pulling Jost in by a second or more a lap and the crowd cheered loudly every time he got a little closer. By lap 10 they were right together and really driving on the limit with plenty of crowd pleasing opposite locking. Shortly after Hailwood rolled into the pits, it was Facetti who came into sight in the lead with Jost still grimly hanging on. Jost still did not give up and hung on desperately looking as though he was going to lose it on more than one occasion. At the chequered flag—15 laps after Facetti took the lead—Jost was still only one second behind and for a while it looked as though it was going to be a very hairy finish. Turizio's March took third place after being lapped just two laps before the end, only six cars were still left running at the end. One of the retirements was Ray Fallo's Lola T292 which stopped after eight laps with low oil pressure.

The second race looked like being a much better one with Bell and Stommelen sharing the front row and Casoni and Mohr the next. It did not turn out that way for in the opening laps Stommelen had little trouble pulling

ahead at just over one second per lap. The reason for his big lead became obvious on lap 10 when the Alfa shot into the pits and mechanics were frantically changing tyres.

Stommelen had tried to win the race on some Goodyear "gumballs" but after 10 laps both fronts and one rear were chunking badly and he had to have the tyres changed which cost him a whole lap to Bell and Casoni, the latter driving a steady race and staying on the same lap as Bell to take second place with Stommelen ending up third. Mohr took fourth after an early challenge from Gagliardi's Lola T292 faded out in a series of spins which necessitated a visit to the pits on one occasion to have the rear left corner taped up. He had managed to stay ahead of Mohr for a while however, the new V8 engine sounding crisp throughout and obviously working very well. Gagliardi certainly did not seem to be making the best of his car and after his pit stop even tried exiting the pits with the quick-lift jack still trailing behind, caught underneath. Had he not been stopped at the end of the pit lane there could have been a very nasty accident.

After a very brief period for a quick brake pad and tyre check the cars were lined up for the final which was the real race, the winner of this taking all the gold. The Alfa men had decided they had better put Stommelen back on normal rubber and so without the tyre advantage it looked as though it was going to be a much closer race for the lead.

That was the way it turned out, Bell leading at the end of the first lap and then having to drive what must have been one of the hardest races of his life to stay there. After 30 laps he finished 6.2 s ahead of the Alfa, but it was only in the last few laps that he saw the Alfa dropping back, Stommelen's engine seemingly to lose its edge and sounding a little fluff. Both Stommelen and Bell looked really exhausted after the race, Stommelen saying, "I tried like hell but I just could not keep up with Derek. The car was not so good on the harder tyres and then when the engine seemed to lose its edge I could not stay with him."

A delighted Bell said his only problem was that the handling deteriorated towards the end otherwise everything was fine—which seemed to be the opinion of the Gulf Racing chiefs who looked even more happy than at their one-two at Spa. Perhaps it was because they had well and truly earned this victory which came at the end of such a troubled practice.

What of the rest? Well Casoni took a good third place ahead of Facetti who very nearly caught him in the last few laps when his car started to cut out as the fuel got low. He managed to cross the line three seconds ahead however, but it meant that Bell was able to lap him just before the end this time.

Mohr scored an easy victory in the two-litre class and a well deserved fifth place, Tecno's first real success with their flat 8 engine.

The crowd's only disappointment came on lap two when the hoped for repeat of the incredible Jost/Facetti dice of the first part came to an early end when Jost broke a valve spring and the engine went sick. It would have been a good dice, for Facetti had already put Jost over the dirt at the chicane after a gentle nudge in the side coming up to the rolling start. It was an exciting preview of what we can expect to see at the 1000 kms race next year which should be one of the closest fought of the year, this interesting circuit which winds around the hills and "residential" streets of "Uptown Imola" lends itself well to sports car racing.

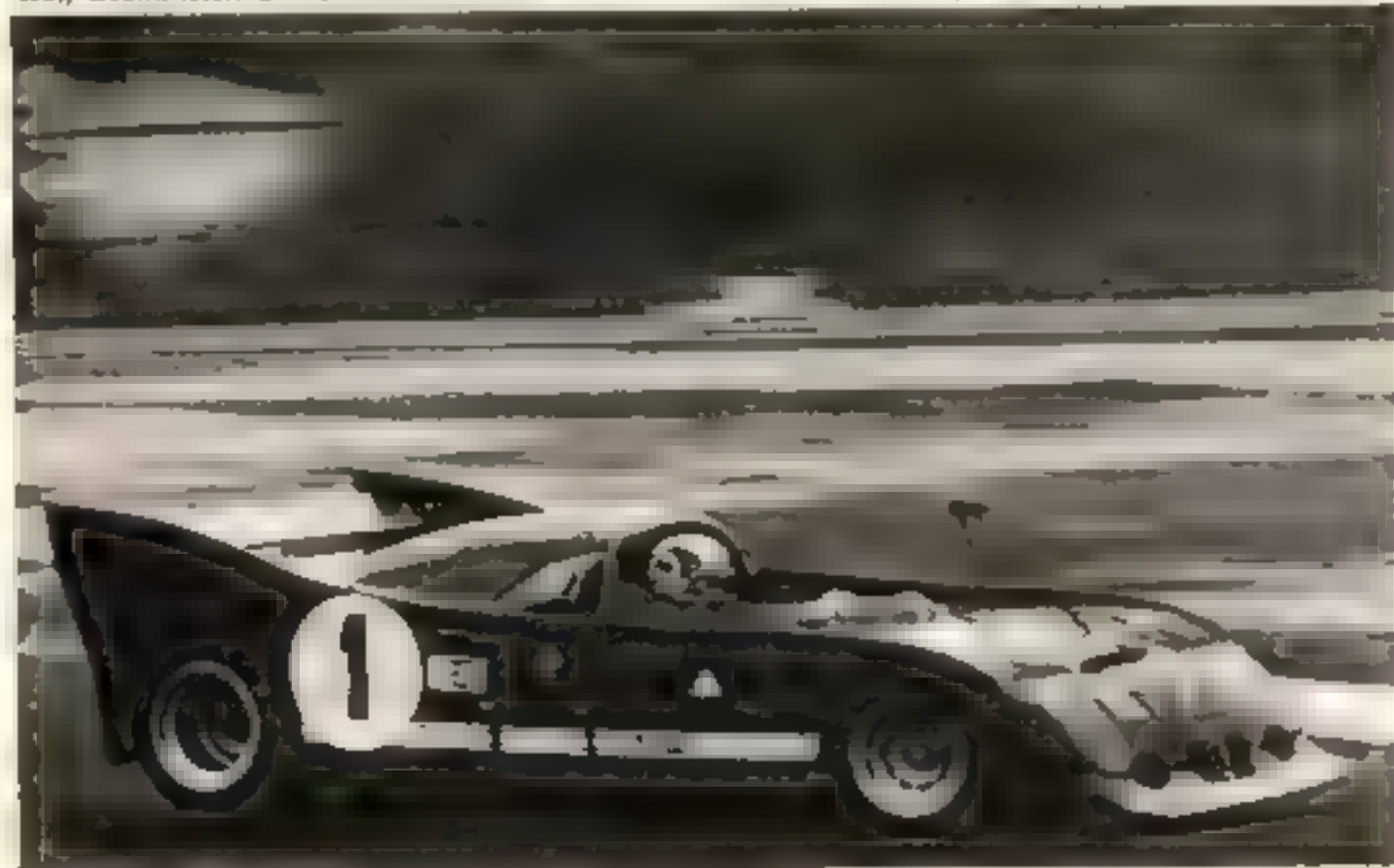
Imola 500 Kms

Circuit 0.8k Ferrari, Imola, Italy

September 18, 30 laps, 153.640 kms

1	Derek Bell	Gulf M40	404-DFV	M6	49 m 19.7 s
2	Roberto Bell	Alfa Romeo	32 T33	TT	49 m 25.5 s
3	Mike Casoni	Alfa Romeo	32 T33	TT	49 m 29.0 s
4	Ray Fallo	Alfa Romeo	32 T33	TT	49 m 29.0 s
5	Manfred Mohr	AMS	BMW	28	49 m 29.0 s
6	Cosmo Turizio	AMS	BMW	28	49 m 29.0 s
7	Pooky	AMS	BMW	28	49 m 29.0 s
8	Ray Fallo	AMS	BMW	28	49 m 29.0 s
9	Ray Fallo	AMS	BMW	28	49 m 29.0 s
10	Ray Fallo	AMS	BMW	28	49 m 29.0 s

Fastest lap Stommelen 1 m 37.7 s, 190.94 kph



Rolf Stommelen drove hard in the second race and some demon tyres gave him the lap record



Guy Edwards speeds on his way to his second win this year, closing on Craft in the series for second place

OSTERREICHRING

Edwards' luck returns

Story and pictures by PAUL THOMPSON

He may have dominated the Nurburgring 500 Kms two weeks ago, but luck was right out for Arturo Merzario in Austria where Guy Edwards' Barclay Lola snatched up its second win of this year's depleted 2-litre championship by winning the penultimate round at the Osterreichring last Sunday. Edwards' win puts him just one point behind Chris Craft in the series, the Crown Racing Lola suffering its third consecutive stroke of bad luck when a plug core destroyed a piston and engine halfway through the first 30-lap heat. New leader is John Burton, seven points ahead of Craft after taking an overall third behind a very rapid Martin Raymond. All the quick Chevrons were suffering from handling bothers one way and another, but this pair scrapped mightily throughout the 60 laps and kept the company's hopes alive — just! — for the manufacturers' section.

Merzario sat on the front row next to pole man Craft, but by no means had things all his own way, retiring midway in part one with a dropped valve. Countryman Gabriele Serblin shot through from row two the first time gaining a good 50 yards on the pack over the first brow — the jump-start was so blatant, however, that young Gabriele found the black flag and disqualification next time round and Edwards didn't look back after that.

In the second part though, the Italian stormed through from the back of the grid, latched on to a four car scrap behind Edwards, picked them off, hauled in Guy and went on to win. Overall, Dieter Quester took a sound, if unspectacular fourth ahead of Jorg Obermayer's Schnitzer GRD and Toine Hezemans March BMW, the German GRD agent looking very competitive and the ETC champ pulling 800 revs less than normal throughout the heats.

ENTRY & PRACTICE

Few people who visit the Osterreichring come away with bad feelings about the track. Drivers, mechanics, wives, girlfriends, spectators, hangers-on — they are all taken in by its splendid setting and friendly atmosphere. Indeed it has a special aura all of its own and for a constructed road circuit, makes a mockery of the featureless wonders like Niveles and Paul Ricard.

Most of us associate the atmosphere at Grand Prix time here with sun, thousands of spectators, beer, wurst and a good time, but teams arrived to a cold wet and misty Zeltweg for training on the Saturday. Even at an early hour though, with the mist rolling off the background mountains, there is a Ring atmosphere, exclusively its own. A number of teams were missing, notably those of the fast Frenchmen, Larousse, Lafosse and Jabouille — all engaged on the Tour de France. Other non-arrivals left the 35 car entry reduced to 21, but this was unimportant as most were pretty competitive. Little time was allowed for practice, just two one hour sessions, the first of which was very wet and did not count for much as the track dried in the afternoon when the sun tried coming out from its hidy hole in the grey blanket above.

Merzario's Abarth looked particularly good in the wet as did Art. He was four seconds

quicker than teammate Quester, but really no one was trying too hard, hoping that things would improve in the next session.

With the track dry it was Chris Craft's Crown Lola which socked it to them all by landing pole with a fine 1 m 44.06 s lap. Running a Cosworth rebuilt BDG instead of the Broad mill and with different springs to the Nurburgring, hopes were high that a little luck would return and see Chris gather some more points. A win would probably secure him the drivers title! Watered up electrics caused misfiring in the morning, as they did for many teams and a little brake trouble in the afternoon became no brakes in the unofficial session on Sunday morning but this was cured by fitting a new, stronger coupling from the master cylinder to the brake pipe.

Four cars were breathing right down his neck, however, with Merzario slotting his Abarth PA 1 onto the front rank with a 1 m 44.23 s. He beamed merrily after practice, confident that his engine — the same one that had done the 'Ring — was in top trim and he would use it for the race. There were four Abarths in all, but Art gets the attention and new Briston alloy shockers were the latest tweak to add to his more powerful engine. A tenth of a second slower was his compatriot Gabriele Serblin in the Trivellato March BMW, confirming the promise shown throughout the year. The Pagnossin car was trouble-free throughout whilst a further four tenths behind, Jorg Obermayer really does have his Schnitzer BMW engined GRD singing along very well now. The clutch played him up in the morning and in the afternoon the petrol tanks ran dry necessitating a tow-in later. Edwards' Barclay Lola was the last in this bracket clocking a 1 m 44.91 s. One BDG was lodged in the back and with no spare Guy was being a little careful. Things did not look too good when he stopped in the wet with mock in the fuel pressure system and then had the clutch play up at the start of the second session. The ratios were wrong too and on the Sunday morning he was delayed out on the circuit with a black box failure. It looked like his regular luck!

Completing the first six, and the fifth different make was John Lepp's Red Rose Chevron B23. All the Chevron's were struggling with their old chassis being difficult

to tune the suspension to the latest tyre offerings, forever understeering, but generally feeling their age. Wait until next year! Leppy was alone in the 45 s bracket whilst teammate John Burton, privateer Martin Raymond and the Abarths of Quester and Pino Pica were all spaced in the 46 s. 1970 Smith FVC's were powering the Chevrons as usual and the Red Rose lads were working late in an effort to reset the suspension, particularly on Burton's car which had used positive camber at the rear, causing a lot of twitching and overheating the tyres after a few laps. Raymond's Target Car Clinic prepared B23, suffered this same malady at the rear, and probably would have gone faster had he not missed a gear and buzzed the engine. A check on the big-end bolts though, revealed no damage, and Martin was looking for another result to add to his second at the other Ring. Quester was hoping to do well at home but doesn't have such a good car as Art. He lost his front brakes for a while but was happier on Sunday morning with new springs and different suspension settings. Pica was having his first two rides in a third car and went well enough whilst the fourth car had been bought by unknown Frenchman, Christian Melville who was at the back of the field.

Toine Hezemans lowly position with the Vixion March BMW was the result of him not being able to land his plane in the morning due to low cloud, so that when he arrived in the afternoon, he found the car's engine lacking by 800 revs. The Trivellato boys changed this in the evening — the only engine change of the weekend, but still the car lacked those extra necessary revs so the electrics were changed and the rev counter.

In front of Toine the two Ecurie Vic Eiford Marches for Vic and Alain Peltier were just 0.8 s apart. Peltier continues to show good form but found himself 500 revs short in fifth before clutch troubles ended his training. Goodyear had sent out some harder special tyres for Vic, but when these got hot and 'blew up like balloons' he had to turn to Firestones like virtually everyone else. He ran without a clutch throughout so the slave cylinders were changed but the ratios were all wrong anyway and to cap it all a miserable misfire dogged him throughout. The pressure release valve on the metering unit was suspected and changed with all the electrics, but it continued on Sunday morning.

Ex-Chevron agent with Jo Siffert, Paul Blancpain, had few troubles in his 1800 Martini-built FVC B23 and was having his first 2 litre sportscar race though he had won his class here in the 1000 Kms in the same car. He was the last person inside 50 s barrier with Bert Kuehns Colonial Racing team development March next up. A new rear, flatter body and lower wing were being tried, the whole lot hinging forward after releasing two pins. Bert was the only March left on Goodyears being happy enough except that he too ran out of fuel on the circuit Saturday afternoon.

Rene Herzog had a new Schnitzer mill in his GRD S73 but it didn't seem to be pulling too well whilst one Philippe Gantner was having an outing in his friend Roland Haler's Lola-BMW and encountered head gasket trouble in his first sportscar drive. Robin Smith was continuing his "racing holiday" with his elderly FVA-engined Lola T212. Since the 'Ring 500Kms class win, he had done a national hill climb near Graz, again taking the class and fourth overall — with Nurburgring ratios! A ragged Pica nerfed him in the wet but he was going well enough until the metering unit drive belt broke when the bearing seized. It happened again on Sunday morning, but he was happy enough when he managed to get some low profile front Firestones for the race.

With no times, the two Scuderia Montjuich/Targat Chevrons were in an uncanny position at the back. The team's weekend got off to an unfortunate start when the transporter blew its engine 20Kms away and they were towed in. It didn't affect the race cars however which sat side by side throughout Friday's unofficial sessions all ready to go, but with no drivers. José Juncadella eventually

turned up as dusk was falling did a few laps finding a misfire over 7000 rpm in his 1970 cc Smith FVC. This was the B21/23 used by his brother two weeks ago and José did not think much of his setting up. The misfire he still heard, so a new mechanical fuel pump from Abarth was slotted in, but when he went out in the afternoon there was no fuel pressure. Jorge de Bagration was using the 1930 cc engine B23 handled by Schenken last and still running on the Goodyears. Bottoming troubles were easily solved after the Prince had sliced off a front spoiler tab. In the afternoon the diff bearing went so the hard working lads were set for more work as both practised later for a few laps in José's car which he now thought was all over the road. The lads went right through both cars, managing a few hours sleep before returning early on Sunday.

HEAT 1

In contrast to the previous day, Sunday was hot and it got more so as the day progressed. Serblin stole the show from everyone at the 1.15pm start. Following the pace car for the rolling start, he hoofed the pedal much too early and found himself with an enormous lead over Merzario, Edwards, Craft and Lepp as they streamed out of sight. Back into view he seemed to have extended this, but got a black flag having to pull into the pits next time round anyway as a wire came off the transistorised ignition. This left Edwards comfortably ahead of Merzario, the blue Lola once again going well as Guy started to pull away. Art just didn't have the legs this time—perhaps he should have changed the motor—for Craft closed right up and was through after five laps. But Chris was in trouble soon enough, finding himself 300-400 revs down on the straights with no fuel pressure from the mechanical pump. Edwards at this point was already 6 s clear and increasing it all the time. Somehow Craft stayed clear of the developing scrap behind and it was clear after a few more laps that Merzario was beginning to hold people up. It was Burton and Raymond in the Abarth's mirrors with Quester competing the scrapping quartet. In three successive laps, the two Chevrons and then Quester were through. Raymond was pushing Burton pretty hard now and at half distance he was past and started to drop down for a couple of laps before they drew together again. As Raymond passed Burton it was curtains for Craft who coasted into the pits with a dead engine—a plug core had sunk into the piston and made a mess inside, and then Merzario was missing when his engine let go in a big way. As early as lap 5, Elford had called it a day when his practice misfire seemed to get worse and Juncadella was in around half distance with a sticking throttle pedal.

With Craft gone, Edwards' lead over Raymond was a cool 20 s and there was little the Chevrons could do about this as Guy completed the distance with 28 s over Burton. Burton had closed back up on the fleet Raymond and on lap 23 Martin's fighting second nearly ended in the pits as the engine suddenly cut out having been a little stuttery on the left handers. As he came round the Rindt curve though it burst back into life and he was able to regain the time lost to the Red Rose car. This time he could not get through being just 0.3 s behind at the end. Quester was a further four seconds behind after losing touch halfway through. At one point, Obermoser's GRD seemed to catch the Austrian but powerful understeer and then the loss of his gearbox coolant necessitated laying off so that Hezemans closed up behind him at the finish, despite his still low revving engine. John Lepp lost a certain fifth place three laps from home when the clutch failed. On the first lap he managed a quick spin re-joining near the back of the field, but then got into it and hauled himself right back up. So seventh went to Peltier whose clutch also went at the end and who like many others found the understeer more than he would like. Hezemans' sparring partner for a long time, Pica, went out in the last third the same



Series leader John Burton leads the four-car dice for second place in heat 2 followed by Martin Raymond, Dieter Quester's Abarth with Toine Hezemans hiding behind him.

way as Art when his engine let go with a big bang. Kuehne was just four seconds down on Herzog after losing the balance weights after 10 laps and nearly shaking himself to death. Bagration had a steady, lonely run round to tenth ahead of Blancpain who had a fabulous dice with Smith's old Lola until Robin had a big spin when the front anti-roll bar bracket broke. A high rev misfire was cured by disconnecting the counter after a change of plugs did not make any difference. Most drivers were finding the wear rate high on their tyres and with the emphasis on the left fronts, a hard compound type 63 was being used in conjunction with the normal 5s. Some ran both fronts on the hard compound but apart from the Chevron's there was little trouble really.

HEAT 2

The start this time was much more orderly as Edwards, Burton, Raymond and Quester tried for the line for the fast right hander into the country. Edwards had it, but there was no way that he was going to get away this time, though at first he did open out a few seconds. Burton understeered his way to second for five laps before Raymond whipped through once more, a few suspension settings between heats, helping the tyres more. Serblin was the man to watch though. He was seventh after the first lap behind Quester Hezemans and Obermoser, fourth on the fifth and through to second by the eighth. Edwards at this point had four seconds in hand but the Italian gobbled this up and was in front on the sixteenth, pulling out four seconds by the end of another 30 laps. Edwards was content, of course, knowing that as long as his "fuck" held, victory was his.

The four car dice behind became a little hollow as try as they might, there didn't seem to be anyone capable of moving past the one in front. Raymond, once past Burton kept his Chevron ahead under pressure and pulled away from the Red Rose car when Serblin went after Edwards. He was just five seconds behind the Lola by the end having dropped Burton by 7.5 s. Quester was shadowing just behind this pair until Obermoser started hauling him in after half distance. Then Lepp, complete with fresh clutch between the heats became determined to make the foursome after Raymond had got away. Nose to tail they went for lap after lap, whipping out of supstreams at the cor-

ners but just not making any overtaking manoeuvres pay off. Burton took the fourth slot eventually putting just over a second of daylight to Obermoser who did get Quester just before the end with Lepp seventh, just 0.45 s covering the three of them.

Some 20 s further back, Hezemans and Elford completed their own little scrap in that order, the only unlapped runners out of the 17 cars which started. Toine carried on gamely with his duff engine after a few improvements had been found, whilst Elford lost his misfire with another spark box, but found the car going all over the road underbraking and understeering more than earlier. Herzog was a lonely tenth the remaining unlapped car. Kuehne was slowing when he lost revs through the gears whilst Peltier exited after 8 tours when a small coupling to the metering unit drive broke and popped a few holes in the cam cover—the same thing that happened to Vic at Enna! Bagration's new tyres were picking up a lot of muck by half distance so that he pitted thinking it was a puncture whilst Juncadella didn't bother going out at all. Smith was dicing with Blancpain again until the mechanical fuel pump belt broke and then he ran out of petrol. Some consolation though and probably the reason was that with the lower profile front tyres he was going much quicker than in practice knocking his best by 6 s into the 61 s bracket! Not a great second part, but that has been customary in most two part races this year.

Just the Barcelona race remains in October—probably the last to be held at Montjuich. Burton without a win, but a string of good places now leads Craft and Edwards. It is very close, but Loim need only six points to take the manufacturers cup.

Ordering of 2-Litre Sports Car Championship Results of 3 & 10-lap heats

1	Guy Edwards	20	Lola T292	Colworth BOC	46 m 11 s
2	Martin Raymond	1970	Chevron B23-5m	Smith FVC	46 m 44 s
3	John B. Lepp	1970	Chevron B23-5m	Smith FVC	46 m 51 s
4	Dieter Quester	1970	Abarth 1050	1 h 46 m 57 s	84 s
5	John B. Lepp	1970	CRD 573	BMW Schmitz	46 m 58 s
6	Toine Hezemans	1970	BMW 735	1 h 47 m 48 s	58 s
7	Rene Herzog	1970	573	BMW 5 h 10 m 58 s	58 s
8	Ralph Henning	1970	BMW 58	5 h 10 m 58 s	58 s
9	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
10	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
11	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
12	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
13	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
14	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
15	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
16	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
17	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
18	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
19	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s
20	John B. Lepp	1970	BMW 58	5 h 10 m 58 s	58 s

GOODYEAR G800 SUPERSTEEL
THE FINEST STEEL BELTED CAR TYRE
IN THE WORLD TODAY!

...don't take our word!



Words come cheaply!
Any tyre manufacturer can say
"Ours is best" but in the final analysis, you the motorist must decide!
We think the following independent
test results may assist you in that decision!

AUTO-ZEITUNG.

In April 1973 AUTO ZEITUNG, a leading German motorist magazine, carried out independent tests on 9 leading brands of steel belted radials and 1 fibreglass belted.

The tests took place under wet and dry conditions.

The final results proved conclusively that the Goodyear G800 Supersteel is the leading steel belted radial in the world today.

With a total of 75 points the Goodyear G800 Supersteel finished 11 points ahead of its nearest rival.

FINAL ANALYSIS Goodyear G800s is definitely the winning tyre by points. From six of the nine tests the G800s has reached the highest ratings and therefore the best overall performance.

SOURCE: Auto Zeitung, No. 9 April 2nd 1973

AUTO-REVUE.

A similar series of tests carried out by AUTO REVUE, Austria's leading motoring magazine, once again Goodyear Supersteel took the right winner.

This time the G800s finished 13 points ahead of the next best tyre.

FINAL ANALYSIS The results obtained are a confirmation for the trend towards a steel belted tyre.

The victory of the Goodyear tyre is mainly due to its well balanced performance in all relevant tests.

SOURCE: Auto Revue, Austria, April 1973 No. 4

	GOODYEAR G800 Supersteel	UNION CARBIDE	FULDA RADIAL	REifen vield (other fibreglass belted)	BRIDGESTONE	DAIICHI RADIAL	PIRELLI G400	COOPER COPEL	DUNLOP SR2	MICHELIN 23
Aquaplaning	4	3	■	3	7	10	7	2	1	5
Blocked Braking Wet	10	7	7	9	7	7	6	2	1	2
Handling (Wet)	10	8	9	7	5	3	3	2	1	6
Driving Ability	9	9	9	9	8	6	6	4	6	6
Skid Test Time (Dry)	10	9	9	10	8	6	8	10	9	10
Skid Performance (Dry)	6	8	5	6	7	6	7	8	7	6
Driving at the Limits	8	7	8	5	7	6	6	8	7	7
Blocked Braking (Dry)	10	9	6	2	3	5	1	7	6	1
Treadwear	8	4	2	10	7	10	9	4	9	1
TOTAL POINTS	75	64	63	■	59	59	53	47	47	44

GOODYEAR G800 Supersteel



During the heat, Schechter leads Donohue. In the CanAm race, Schechter's engine blew.

EDMONTON

Who else but Donohue?

By GORDON KIRBY

Pictures by CHARLES LORING

Once again Mark Donohue and his unique Porsche 917/36 have scored a totally convincing and totally expected CanAm victory. Never was there a hint of hesitation from the Porsche, nor a hint of ragged or hectic driving from Donohue. It was all organised and preordained.

From the back of the grid came George Follmer, who leapt to fourth on the first lap and then chased Jody Scheckter in an exciting, bravado-filled battle that disappeared after just nine laps when Jody's engine scattered itself in explosive style. So Follmer was a deserving second, some half a lap behind Donohue and two full laps ahead of Jackie Oliver who had easily his best and most encouraging CanAm race of the year with the UOP Shadow. The hitherto unmanageable Shadow showed much improved manners and Oliver took advantage of these to harass Charlie Kemp until the RC Cola Porsche lost two of its gears and slowed to a limp.

Ilivid Hobbs was another to come from the back of the grid after a dismal qualifying heat. The Black Label McLaren M20 sliced quickly through the field and then settled down for a comfortable drive, keeping enough of a cushion to thwart Steve Durst's very good efforts with Lothar Motschenbacher's McLaren M8F. Only eight cars finished the race.

ENTRY & PRACTICE

It's a long trek to Edmonton. The city is about as far north on the Canadian plains as roads and things want to think about extending and by September the part of the world is beginning to prepare for the coming winter onslaught. It was then, no surprise that only the few serious runners and more dedicated of the spare carriers gathered themselves together and set off from the late summer American heat towards the cool winds of Edmonton. And, too, as the transporters drew closer to the place they ran into the first, light snows of the year.

So it was cold, almost icily cold, when practice got under way. Instead of the recent problems of blistering tyres and boiling water, everybody was struggling this weekend with tyres that remained too cold to work properly and oil that froze steadfastly in its lines.

There was also a problem with the track itself which, of course, suffers badly at the hands of the harsh northern winter. The road is full of bumps and there are some uneven surface changes right in the midst of some corners. As the tarmac leads on to the pit straight cum drag strip it suffers even more so by coming across the staging area of the strip which has been well worn and offers a very unhappy dip just at the very point where one is trying to feed the power of your CanAm car on to the road.

All of this wallowing and jostling brought some considerable displeasure to most people and the Porsches in particular were soon cracking wheels under the strain of all that turbo power.

Donohue, however, seemed to be free of this worry. He practised and qualified both of his 917/36s, getting down to the low 1 m 17 s bracket with the regular car and being about a second slower with the slightly older car. As usual it was impossible to trace the chassis tuning fortunes of the secrecy-obsessed Penske team, but it was possible to follow the pursuit for better tyre temperatures which resulted in Donohue using last

year's tyre sizes which are somewhat narrower and, in the case of the fronts, smaller in diameter. Donohue's fastest efforts brought a sharp, loud chatter from his vibrating tyres as he slipped the blue Porsche through the last corner—the first time we've heard the Penske car do this since its first outing of the year at Mosport.

There was more bad CanAm luck in store for George Follmer as he tried mightily with his outclassed 917/10. George slung and twitched the car about with immense energy and confidence, but after getting into the 1 m 19 s bracket on Friday, his 5.4-litre engine fell victim to the low octane fuel which managed to burn a piston. Follmer took RC Cola team-mate Charlie Kemp's car out for a few laps right at the end of the day and turned the boost of this smaller 5.0-litre engine all the way up for a handful of dramatic laps. Despite the stiffer set-up of this unfamiliar car Follmer managed a sub 1 m 20 s best which was over 3 s quicker than Kemp's fastest of the day.

The Rinzler crew put their only spare 5.4-litre engine in that evening and, during Saturday morning's final qualifying session, Follmer did a whole string of 18 s and 19 s for a best of 1 m 18.327 s. Kemp improved markedly on Saturday and did a 1 m 20.922 s for fourth fastest slot behind Jody Scheckter. "Beginning to feel fit again," said a beaming Kemp.

Scheckter has got his Vasek Polak 917/10 working well during the last few races, but to his displeasure he found the chassis was not reflecting its recent crispness this weekend. Jody's crew were also struggling with the local fuel problem and despite turning the richness mixture to the maximum the engine was still luffing badly through the mid and upper ranges. After doing a best of 1 m 20.418 s on Friday Scheckter didn't get a chance to go any quicker for he got on to the slippery grass on Saturday morning and had a gentle, gentle spin which, nevertheless, knocked the nose and its supports loose. It turned out that there was a lot of dicky fibreglass damage and Jody didn't get out

until the last five minutes of the day's qualifying.

Hurley Haywood completed the daunting Porsche Parade. Haywood was, like Kemp, using the smaller 5.0-litre engine and his 1 m 21.469 s was probably his best practice effort of the year. Beside Haywood on the third row was David Hobbs who just won the unturbocharged match after struggling with a badly deteriorating engine (the poor fuel again) on Friday, a day which came to an end with a sheared gearbox mainshaft. Saturday was a much better affair for Hobbs and after playing around with tyres and deciding to live with his McLaren M20's oversteer he swooped down quickly for a 1 m 22.044 s right at the end of qualifying. David's black and red Carling's Black Label M20 was short of its advertising for this race thanks to the local laws which prohibit specific brand advertising of any beer. Funny enough the race itself was backed by rival beer sellers Molsons whose "Canadian" product worked its way into posters and promotion under the theme "A great Canadian event." Never try to outfumble a PR man.

Just a fraction slower than Hobbs was Jackie Oliver who as usual drove like a dervish in the jet black Shadow. For once, however, the car seemed to be working in a reasonable fashion and after testing the turbocharged car during the week and leaving it at home, the overworked mechanics were able for once, to concentrate their energies. Some changes in spring rates seem to have achieved at least the right direction and the car looked much less vicious than hitherto as Jackie lunged his way around in 1 m 22.080 s.

John Gunn made his official debut with the Roman Brio Lola T260, having practised the car at Elkhart. He had introduced a slight shovel nose to the car and contended well with the car's legendary power understeer in managing a promising 1 m 24.001 s. Scooter Patrick was next up, he and his M8F not terribly pleased with the circuit, but outdoing the Commander Motor Homes duo of Bobby Brown and Danny Hopkins. These last two were supposed to benefit from the first new batch of Firestones in a long time, but these quicker heating tyres just didn't do their job in the Edmonton air. John Cordis and Bob Nagel were contending with thinning dollars and weakening engines, Cordis in particular being in dire trouble and not even having enough pennies to finance a needed set of new Goodyears. At the back of the grid was Steve Durst who has now parted ways with Vasek Polak and was entered in Lothar Motschenbacher's McLaren. Lothar sorted the car out on Friday and Durst managed only a handful of laps the following day before the clutch packed up. At least this time he had been able to fit himself into the car so that he could think about driving it in the race.

HEAT

The promise of warmer Saturday temperatures were delayed by a constant wind out of the mountains to the west, and with nothing to do between the midday end of qualifying and the 3 o'clock start of the 30-lap heat, it seemed that all but the over-tailing mechanics went away to the warmth of their motorhome or motel.

Everybody sort of trundled back for the mid-afternoon start as the full complement of 15 cars began their pace laps. As they came by on the second of those laps Follmer was lagging badly with the turbochargers luffing so the starter held them under a yellow flag and round they went again. This time both Follmer and Donohue were trying to clean out their plugs as they waffled beneath the flag but it came down anyway and Scheckter swept between them and nosed ahead of Follmer into the left-right sweeper at the end of the long straight. Donohue immediately tacked behind the two white machines and the trio were soon fling around well clear of another threesome consisting of Kemp, Haywood and Oliver. Hobbs had slipped right back with a vague and unresponsive engine and by the end of that first lap he was tenth behind Patrick, Gunn and the two white

Commander Motor Homes McLaren.

Follmer was thrusting hard behind Scheckter while Donohue's huge nose hovered ominously in his mirrors and on the second lap the long tail of his RC Cola Porsche swung into a long, high arc as he swept through the slightly banked left-hander behind the pits. The car finally got the better of George's efforts and spun quickly around before he could collect things and slot back into line ahead of Oliver.

So it was now Scheckter by just over a second from Donohue who had been baulked slightly during Follmer's indiscretion. Kemp was another 4½ s behind with Follmer breathing hotly down his team mate's neck and then Oliver hanging on to the fleet Porsche train. Hayward was missing and it transpired that his Porsche had gone off, slid up a bank and rolled over after a radius rod had pulled out and knocked its rear wheel all away. It was something of a gentle slow motion collapse but it had been enough to leave a hefty dent in one side of the tub, tear the wing off and give Hurley a nasty shaking.

Donohue finally towed past Scheckter as they started their fourth lap and then a few corners later Jody slid across the grass, then altered back on to the track behind Oliver who found himself in a briefly held second place. Follmer came thumping past with a torn right front wheel arch dragging badly against the tyre while Kemp trailed by even farther back after he had moved over just as George began to go by on the outside of his team mate. A displeased Follmer shot into the pits at the end of the lap and the Cola crew descended on the car with masses of tape and tearing hands. George rushed off for a few more laps, the tyre still throwing up clouds of blue smoke from the dragging fibreglass, before he gave up in disgust with the inner nose frame bent and broken.

So after half a dozen of the 30 laps of this heat things began to settle down with Donohue motoring away to a comfortable win while Scheckter whirled and popped his way into the full field of Oliver's mirror. Scooter Patrick and John Gunn were battling over fourth place while Hobbs was struggling with his flat engine, but none the less, coming on these two and getting away from Bobby Brown Kemp was next up, a slight dent scarring the left side of his Porsche after his contretemps with the RC Cola team leader.

Donohue drove on to the end of this qualifying race with contained ease for he had found himself with over a dozen seconds in hand after Scheckter's quick sortie into the grass. Jody took only a couple of laps to gather in the Shadow and Oliver knew better than to make an effort at holding off the faster Porsche. Scheckter's biggest dramas came in the last half of the race when he and Bobby Brown touched lightly at the end of the straight. But it was enough to loosen the Porsche's nose and Jody eased right off during the final laps as the nose lip began to drag along the ground.

Oliver remained well within the same lap as Donohue to take a pleasant third with the tidier-handling Shadow. Jackie kept a close eye on his pit board for any sign of an attack from Kemp who powered quickly past Patrick, Hobbs and Gunn into fourth place. Patrick began to trail the dreaded blue smoke just after slipping behind Kemp and a few laps later the engine blew itself apart. Hobbs took to the escape road when Kemp towed his Porsche inside the black McLaren at the end of the straight, and then David went slower with every lap before pulling off with a suspected worm cam and a very, very flat engine. Gunn's great and encouraging efforts with the old Lola trailed away towards the end with a broken exhaust header, a flat tyre and no fuel through the final two corners. As it was then, the Roman Rio car finished eighth.

FINAL

With the final 50 laps not being until late on Sunday afternoon everybody who had wounds had plenty of time to rest and massage themselves. Hobbs had his engine changed as did Patrick and Nagel while the Shadow's drive-shafts were discovered to be cracking so the units from the turbo car were flown in as replacements.

Only a few people took advantage of the morning's warm-up. It gave Hobbs a chance to collect some confidence in his new engine. Follmer a chance to discover a few latty bits of bodywork which needed reinforcing and Patrick a chance to go off and damage the rear bodywork.

So we had 15 starters for the final with Hobbs and Follmer lurking at the back and threatening to come charging through. This time the rolling start was clean and crisp and it was Donohue who catapulted ahead with only Scheckter slaying anywhere near the blue streak. Follmer made a brilliantly enthusiastic start and was already challenging Kemp by the time he squirted through the sweepers at the end of the straight.

With a firm lead in his grasp, Donohue was sweeping his Porsche along with superbly precise and deft directions, making a stern effort at consolidating his very positive margin and breaking any hint of a challenge in as few laps as possible. By the end of that first lap Mark was very nearly 1½ s ahead of Jody while Kemp was another 2 s back with Follmer climbing all over his team-mate before slashing by just beyond the pit at the start of the second lap. Oliver was again leading the regular machinery class, throwing the sharp, black nose in behind the RC Cola duo and pulling away from John Gunn who was just clear of Brown, Hopkins, Durst and Patrick.

By the end of the second lap the race had taken shape and broken up into its major elements. At the front there was Donohue, all alone, unchallenged and driving off with his usual calm and efficiency. Then there was Scheckter with Follmer a couple of seconds farther back and trying hard to chisel into

Jody's cushion. Kemp was next, already well behind Follmer and with Oliver making a big effort to get in contact and bring some pressure on the Porsche. Gunn was maintaining his margin over the mid-field group of Brown, Hobbs, Durst and Patrick, the second Commander Motor Homes McLaren having spun heavily into the bank during the lap. At the back Nagel was leading Cordts while Dutton had started the first of numerous stops to deal with oil bothers.

While Donohue carried on towards his prescribed win we were contented by Follmer's pursuit of Scheckter. For a few laps George was able to nibble away at Jody's lead but then things stabilised and for half-a-dozen laps these two similarly equipped men pitched and balanced their Porsches around in almost identical style, neither making any impression on the other. But by the tenth lap Jody began to edge away as George settled back and let his car go with a little more relaxation. And then Scheckter's car immersed itself in a wreath of blue smoke as the engine flew apart at the end of the straight, leaving a large coat of oil across the road and second place to Follmer.

Farther behind Oliver had caught right up to Kemp and even got by for a few seconds on the third lap. But Jackie really couldn't come to grips with the Porsche so he settled down to following Kemp and hoping for something to go wrong. On the 17th lap Olle's persistence paid off as Kemp slowed with gearbox bothers and the Shadow was through to third. Kemp came into the pits at the end of the next lap and then carried on after losing first and fourth gears and a couple of laps.

The midfield dice was soon brought under control by Hobbs as he slipped by Brown and closed on Gunn just as the latter pulled off with a driveshaft broken in his Lola. Hobbs gradually pulled away from Brown during the next dozen laps while Durst and Patrick closed up behind the white McLaren. Brown had a quick, harmless spin which dropped him behind Patrick and just as he began to come up again the engine let go and Bobby pulled off in a cloud of steam and smoke.

So this lot thinned out and drew away from each other until the final laps when Hobbs got held up behind a slowing Kemp and Durst was able to close to within 5 s of the newer McLaren. But Hobbs was finally able to get by the Porsche and consolidate his lead to Durst while Kemp slowed even more as the gearbox stuck itself in second gear.

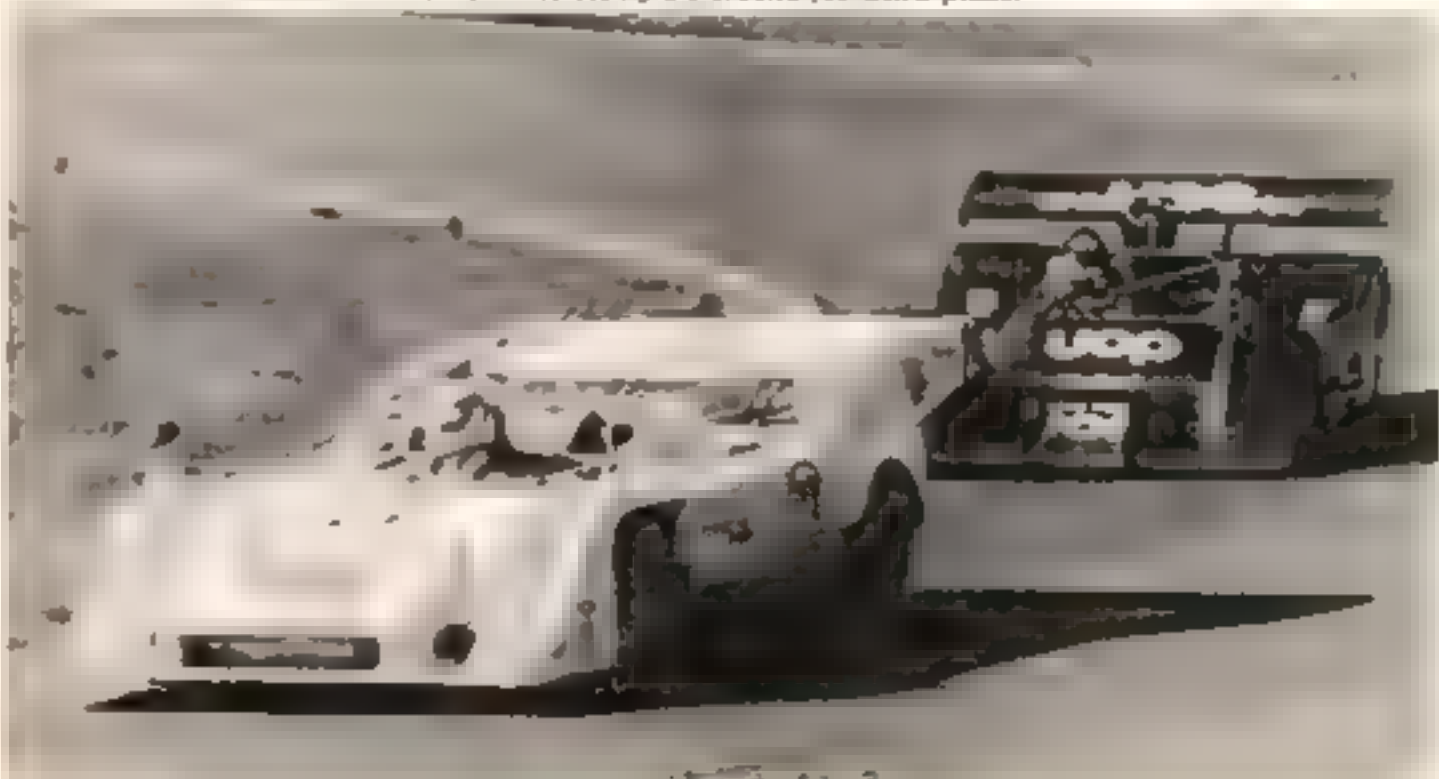
As Donohue motored serenely on and Follmer settled for a distant second, Oliver found his Shadow running out of fuel during the last three laps and slowed right down, chucking the car from side to side in an effort to pick up the final drops of fuel. Things kept going despite a dangerously fluctuating fuel pressure gauge and the Shadow trickled across the line still comfortably ahead of Hobbs.

So Donohue took his most commanding win of the year. He felt that the 917/30 worked better than ever at Edmonton, that the balance was right, that the car was now suitably easy to drive, and that it did just what he wanted of it without any need for placing demands on the car. There are probably no superlatives to properly describe this uncanny man machine combination.

Follmer finished a rather despairing second. Frustrated by his inferior equipment, worried by the knowledge that all four wheels of his car were cracked around the centre and just managing to delay Donohue's Championship accolades until next month.

Edmonton, September 16
CanAm round 4, 50 laps
1 Mark Donohue 5.4 Porsche 917/30 1 h 8 m 22.7/8 s
2 George Follmer 5.4 Porsche 917/30 1 h 9 m 4.4/5 s
3 Jackie Oliver 8.1 Shadow Chevrolet 0MZ 48 laps
4 David Hobbs 8.1 McLaren Chev 31 M70 45 laps
5 Steve Durst 8.1 McLaren Chevrolet MBF 48 laps
6 Scooter Patrick 8.1 McLaren Chevrolet MBF 47 laps
7 Bob Nagel 8.1 Lola Chevrolet T-60 47 laps
8 Charlie Kemp 5.0 Porsche 917 45 laps
Fastest lap Donohue, 1 m 20.423 s, 119.038 mph (record)
Heat 2 (30 laps) 1 Donohue, 41 m 2.998 s, 2 Jody Scheckter 5.4 Porsche 917/30 41 m 49.852 s, 3 Oliver, 42 m 01.896 s, 4 Kemp, 42 m 09.701 s, 5 Durst, 29 laps
Act 6 Bobby Brown 8.1 McLaren Chevrolet MBF 29 laps
Fastest lap Follmer 1 m 23.542 s
Current championship positions 1 Donohue, 99, 2 Follmer 82, 3 Scheckter 38, 4 Hobbs 33, 5 Kemp 35

Jackie Oliver's Shadow harries Charlie Kemp's Porsche for third place.



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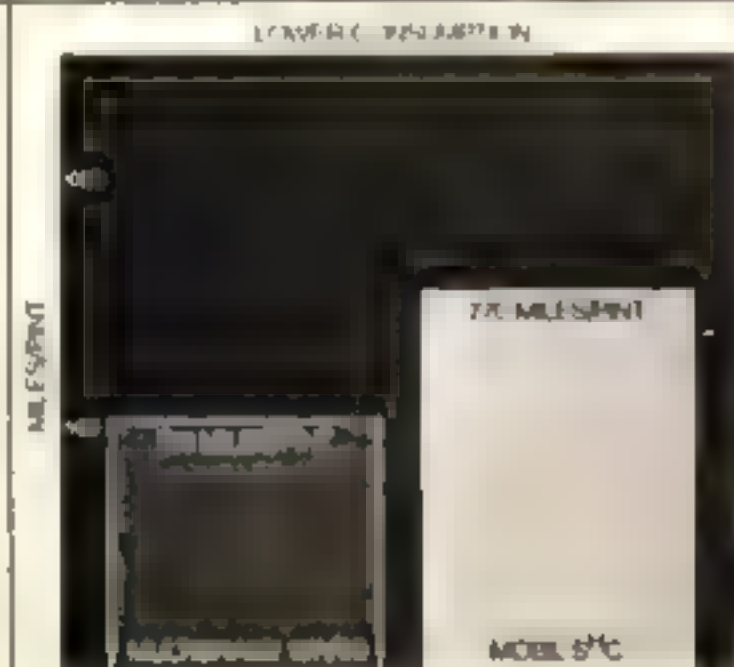
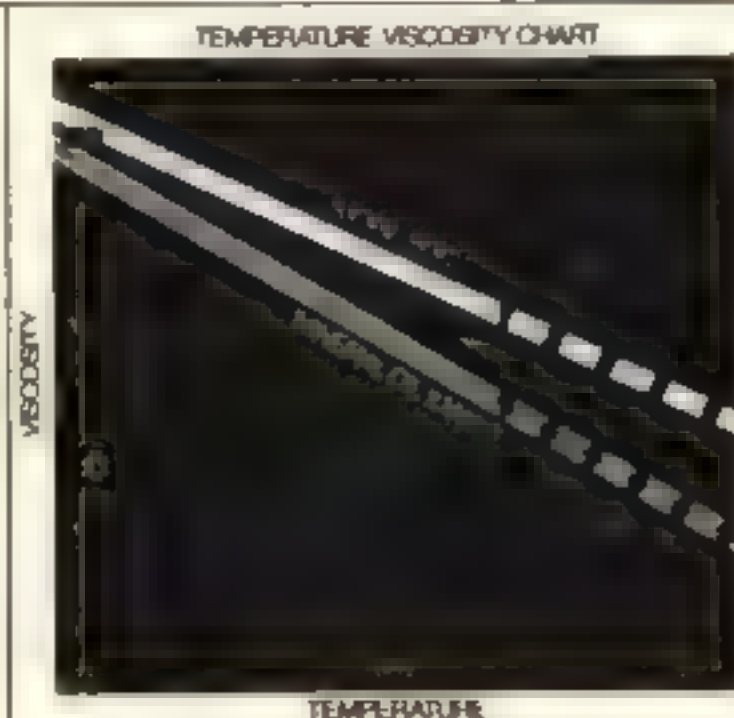
Mineral oils are made up of a wide ranging mixture of molecules. Some are stable, but others are fragile and unstable. Some give the oil just the right viscosity, but others make it too thick and heavy at low temperatures, or too thin and light at high temperatures. The unstable molecules cause deposits in your engine, while those that make the oil too thin and light increase oil consumption, and those which thicken the oil excessively make cold starting harder. Even the best of motor oils, with the best of refining, contain some of these undesirable molecules.

The ideal motor oil would only have the stable molecules, which give just the right thickness in developing lubricants to meet extreme requirements, such as for Concorde. Mobil scientists found the answer—make synthetically just those molecules that an engine needs. Mobil have now evolved a process for making Synthesised HydroCarbons which contain none of those molecules which might detract from perfection. Mobil SHC introduces a completely new concept in car lubrication—Synthesised HydroCarbon engine lubricant.

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Mobil SHC lubricant has outstanding high temperature viscosity, remaining thicker than



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In fact, tests have shown wear rates of up to one tenth of those for conventional motor oil.

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Mixes with oils

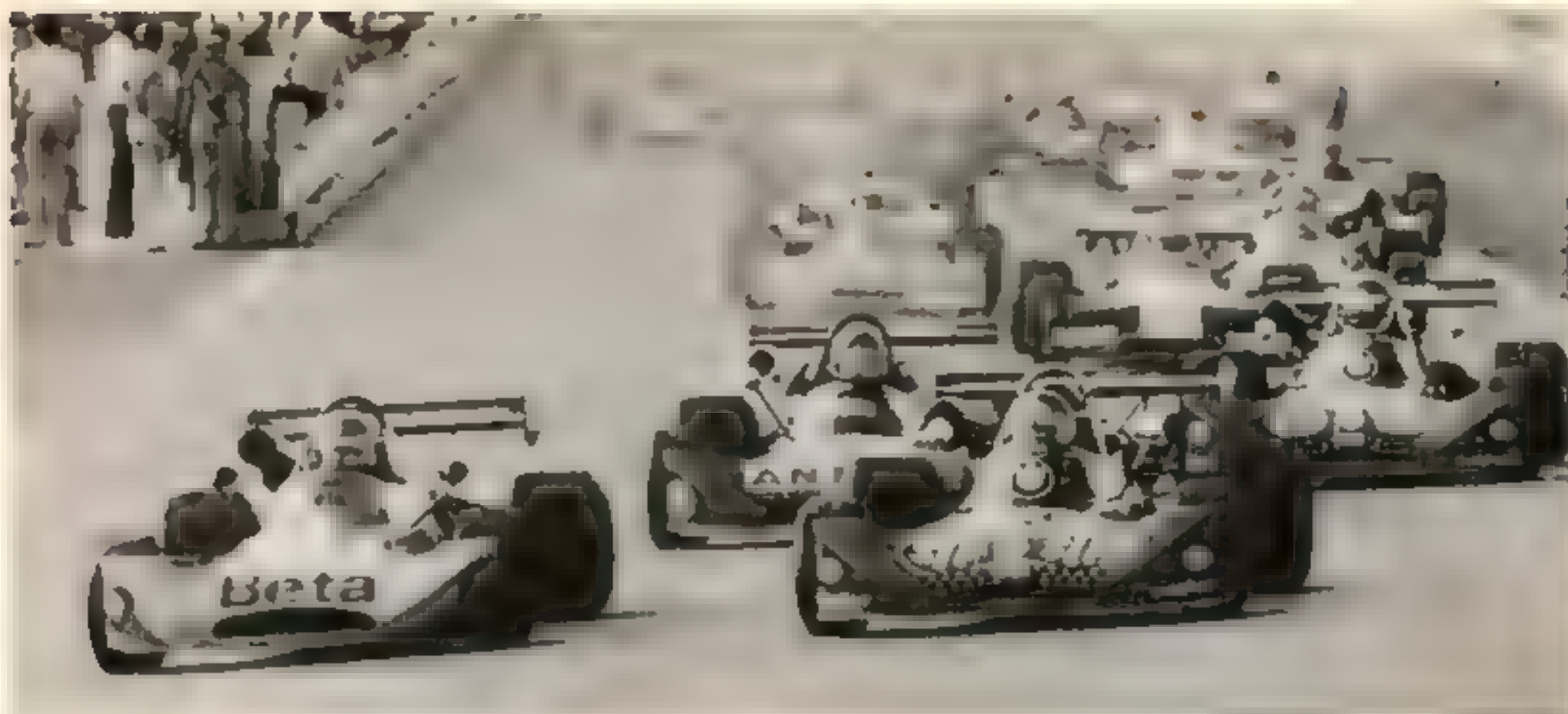
Mobil SHC lubricant mixes in any proportion with all conventional oils. Except that mixing SHC with oil means you lose the full extra benefit that the product offers and your car deserves.

New Mobil SHC is more than just the nicest present you could give your engine. It's the start of a new era in motoring history. Mobil SHC Synthesised HydroCarbon engine lubricant—the most perfect lubricant money can buy.

Mobil SHC The most perfect lubricant money can buy.

Mobil SHC





When the starter finally dropped the flag Brambilla (left) made the best start from Beltoise. Coulon, Jarier, Watson, Moss, Pescarolo and the rest

ALBI

Brambilla and Firestone beat the works Marches

By IAN PHILLIPS Pictures by PHIPPS PHOTOGRAPHIC

It has finally happened—after nearly a full season the works STP March-BMWs have been beaten fairly and squarely in a straight fight. The honour fell to Vittorio Brambilla, admittedly in a March-BMW but very much a private one as the engine was prepared in his own garage. The new F2 champion Jean-Pierre Jarier finished second and his team mate Jean Pierre Beltoise was third. The three cars were covered by 44.4 s but it was not until the closing laps that it was at all close and Brambilla's win never looked in doubt throughout the race or during practice when he was always fastest.

The downfall of the works team was mainly brought about by Firestone tyres. In the past few weeks they have become increasingly competitive and at Albi they finally came out on top. Jacques Coulon held second place for the majority of the race in his Firestone-shod Antar March until third gear disappeared and he dropped back to fourth. Jean-Pierre Jabouille was fifth in the Cosmo Elf just 1.3 s ahead of Jochen Mass' Matchbox Surtees.

It was never a very exciting race although there were some interesting performances from individuals all the way down the field and with probably only one non-championship race left this season in Europe it virtually closed what has been a fascinating year racing-wise but for most teams financially disastrous—it could be the last championship F2 race not only of the season but of the current formula if the CSI do not see sense within the next fortnight (see P&P).

ENTRY & PRACTICE

One of the best entries for an F2 championship round for many weeks made the tedious trek down to Albi last weekend. The pleasant historical town, home of Toulouse-Lautrec, being hidden away in the middle of nowhere about an hour's drive from Toulouse. Scrutineering was held in the market square and then the mechanics drove the cars down the streets to the track on the outskirts of the town. As always it was very hot there on both practice days, Friday and Saturday, and even more so on race day. With the remaining races in Europe looking doubtful at the moment many people had the feeling that this would be the last F2 race of the year and after what has been the longest and hardest season of F2, personnel and cars were all looking a little jaded.

One person who has taken on a new lease of life in the past couple of races he has done is the reformed Vittorio Brambilla with his Beta Tools March BMW. This time with the strongest of opposition he was again totally superior even though he had never been to the circuit before. As at Salzburg the BMW engine installed in the March had been pre-

pared at the Brambilla garage in Milan and in the first session on Friday he was over a second quicker than anyone else with a time of 1 m 53 s, 1.8 s under Patrick Depailler's and James Hunt's lap record. He had the advantage of a new production tyre from Firestone, the B43, which comprises a compound first used by Jochen Mass to win the second Hockenheim event, but in a new construction. On Friday he did four laps with a new experimental 25 in diameter tyre, but even though he recorded a quick time in this short sortie he decided to stay with the 24 in to save changing all the gear ratios, wings, etc. On Saturday he was still the quickest man on the circuit although he was 0.1 s slower than the previous day's time. The Firestone advantage really showed up on the very last long right-hand bend at the end of the pit straight, about 0.3 s a lap seemed to be Brambilla's gain.

Returning to the STP-March camp for the first time since Pau was Jean-Pierre Beltoise. Although he was well down on Brambilla in the first session on Friday he really got wound up on Saturday and ended up with a 1 m 55 s. The March ran trouble-free throughout, its only slight disadvantage being Goodyear

tyres. It must be said however that this was the first time this season that the Wolverhampton people had come up with second best. One person who was not contracted to either rubber company who was able to change was Jacques Coulon. On Friday his Antar March-BMW was running its usual Goodyear tyres but after a major row with team boss Brian Lewis, Coulon purchased some Firestones and the suspension geometry and other settings were changed to suit which brought favourable results. In the final session a happy Coulon really got stuck in and recorded 1 m 57 s to put him on the inside of the second row of the 2-2 grid.

Fourth quickest was the already crowned F2 champion Jean-Pierre "Green Frog" Jarier in his usual STP March-BMW. Although he and March both say they will be together again next year something somewhere was not quite right as Jarier definitely had an air of insecurity about him and generally seemed despondent especially on Friday. However on Saturday he was in better form and was delighted with the car. Luck was not with him though as after just two flying laps in which he got down to 1 m 50 s Roland Salomon's March-BMW blew up in the biggest possible way in front of the pits and a neat oil slick was laid round the first two corners which destroyed any chances of quick laps for the rest of the session. On Friday an up-over exhaust system was tried briefly to try for more power but with insignificant results. Incidentally Albi was the scene in 1970 of Jarier's only motor racing victory other than those scored this season.

Next up on also 9.0 s was Jochen Mass in the Matchbox Surtees Fna-Hart TS15. Jochen has his usual car, there being no sign of the new model which was outlawed at Enna for being too wide. Although he had the right tyres Jochen and the Surtees camp were left puzzled as to why they were not quicker as the German had been trying really hard. John Watson arrived for another outing with the works Chevron team who, for the first time since Rouen, were running two cars. Watson's car, however, was on loan from Irishman Patsy McGarrity being the ex-John Lepp Formula Atlantic B25 fitted with a 2-litre Brian Hart engine. Watson was happy with the car and was very consistent as always in both sessions he did a 1 m 51 s. On the same time was Henri Pescarolo in the first of the Motul-Rondelet Racing Motul M.s. As at the Norisring the previous weekend it was fitted with a Schnitzer BMW engine. Although Pescarolo was still not entirely satisfied with the power output it was at least running cleanly this time and he was competitive.

With Patrick Depailler cursing himself in

hospital with a broken leg after a motor cycle accident the previous weekend, Jean-Pierre Jabouille at last had the opportunity to prove himself without the fear of having to give up his car if Depailler had anything go wrong. In John Coombs' Elf-Hart he went very smoothly and had few real problems while doing 1 m 9.3 s. Norisring winner Tim Schenken was next up in the green Motul M1 fitted with a BDG which for the first time in many months had been rebuilt by Cosworth rather than Rondel themselves. He seemed quite happy with his 1 m 9.4 s which put him on the inside of the fifth row. Alongside him was team-mate Jean-Pierre Jaussaud with the alloy block Racing Services BDA engined Motul which had a best time of 1 m 9.8 s.

Sixth row occupants Peter Gethin and Hiroshi Kazato were both stranded out on the circuit at some stage during the final session. Gethin suffered worst when the fly-wheel came off the Brian Hart engine in his works Chevron B25 after just four and a half laps which meant that he had to sit out the rest of the period after recording a 9.8 s. Kazato had two cars to choose from, the Schnitzer engined GRD and his more usual BDG powered 273. He chose to use the BMW powered car not because it had any more horsepower but he felt it was better balanced. However he lost a lot of time in the final session when the distributor played up and stranded him out on the circuit and his best time was only 10.3 s. On the same figure was the Swiss Roland Salamon with his March-BMW. However the engine disgraced itself in front of everyone when a rod came up for some fresh air and so his practice ended early. He had no spare but was hopeful of hiring an engine from the works so that he could start the race. Tom Pryce was another to record a 10.2 s in the Chris Meek Titan Properties Motul M1. He was again using the Alan Smith FVD engine which served him well at the Norisring but it was definitely getting a little tired and this coupled with a lack of brakes for the majority of the session prevented him from being much quicker. The Japanese sports car ace Motoshige Kurosawa was again in the ex-Colin Vander-vell March-BMW fitted, of course, with Bridgestone tyres. Brian Lewis wanted to try a back to back test with Firestone and Goodyear tyres so that they could gauge the Japanese's performance but as Bridgestone were paying for the drive there was just no way, not even in private testing. Nevertheless he did a 1 m 10.4 s which was quite satisfactory. Since the Norisring his BMW engine had been to GS Tuning in Freilbourg for a quick check over following the head gasket trouble at the Norisring.

Making his F2 debut at Albi was Michel Leclerc who was drafted in from the Elf F3 team to take Patrick Depailler's place. Leclerc, one of the few talented people in F3 this year, did not try any heroics and was as smooth as ever in recording 10.5 s. Bertil Roos was back again for his third F2 outing. Fred Opert having been suitably impressed with his startling Keriskoga efforts to give him another go in the DART GRD-Hart. Like the works F3 cars this now has Bilstein shock absorbers which seems to stabilise the car through the corners but Roos was a little out on his gear ratios and had some brake problems so could only manage 10.6 s. On the same time was Sweden's number one Ronnie Peterson in the Texaco Lotus-Novamotor. Dave Morgan was also present to partner Peterson but sundry troubles with the engines meant that Ronnie was chopping and changing cars in an effort to be competitive. In the first session a water pump failed after just three laps and he failed to get a time while on Saturday he could not get any better than a 10.6 s. Bill Gubelmann was 0.2 s slower in his March-BMW. He blew an engine in the first session and had to borrow a well used ex-Jarier engine from the works for the final period. The organisers refused to let him change practice sessions when he realised that the swap would not give him a full session so he was late out and only had time to get down to 1 m 10.8 s.

Brendan McInerney did the same time in his ex-Kazato GRD fitted with one of Kazato's BDGs which McInerney reckoned was the best engine he had used all year. Wilson Fittipaldi was an unhappy man in the works Brabham BT40 fitted again with a David Wood BDA. He had two engines to choose from and after being unhappy with the one on Friday he changed for Saturday only to find that it was a further 600 revs down so for the race he went back to the original. Jose Dolhem hired the second Matchbox Surtees for the second time this year but after a few laps a valve spring broke and he was left on 1 m 11.1 s. This however was good enough to make him the final qualifier on the 22-car grid leaving four unlucky ones without a race.

The quickest of the remainder was the enthusiastic privateer John Wingfield who was making his first F2 appearance since Pau with his Brabham BT40. On the first day he used an 1850 Hart mill before switching to his own bitza on Saturday and recording 11.3 s. The most unfortunate non-qualifier was Bob Wollek in his Motul-Rondel Motul M1. Wollek was fraught with drama throughout and was a very unhappy man after failing to better 11.9 s. His best engine, a Smith FVD, blew up in the biggest possible way early on Friday and was replaced with a BDG. However on Saturday after one lap he found himself without any brakes and it was just not safe to try for a quick time. Another unfortunate was Dave Morgan who was again hired to take Emerson Fittipaldi's place in the second Texaco Lotus. Once again though Morgan (who was on pole position in the Tui last year) did not really get a look in as the cars continued to give trouble. In the two days with both cars he did little more than 15 laps and never really had a hope of qualifying, his best being 1 m 12.4 s.

There were two short unofficial sessions on Sunday morning, the first was wet and so another was laid on when the sun was searing its hottest. The main reason for having them was so that Ronnie Peterson could try some new Goodyear tyres and a different exhaust system which he had not had time to use in the official session. Incidentally Colin Chapman and the might of Texaco were present to witness the rather uninspiring efforts and the word was that it was probably the last time the two would run together again in Europe.

Peterson was also involved in drama at the start of the race. After doing two of the three warm up laps he came into the pits with water pump problems. As the grid formed up he remained in the pits so second reserve Wollek took up station and left with the grid (first reserve Wingfield had taken the place of Salamon who could not hire another BMW engine). Peterson started the race also from the pit road, which meant there were 23

cars running—one more than is allowed. The organisers told the Lotus pit that if they did not call Peterson in they would. While the arguing took place the engine lunched itself anyway after eight laps.

RACE

The start itself was shamboic. After the warming up laps the cars immediately formed into a dummy grid. A man keeping a strict eye on his wrist watch, called them forward while the starter, flag rolled up in hand, smiled to his friends in the grandstand. The majority of the drivers were madly waving their fists at the flagman to make him drop the flag, cars boiled, burned clutches and so on before finally they got away to a very ragged start.

It was Brambilla all the way into the first corner chased by Beltoise and the rest. Wollek right at the back went virtually the length of the straight on the grass passing people all the while but when he came to rejoin the track there was not much room and he lost all advantage. At the end of the first lap Brambilla had quite a healthy advantage over Coulon, Jarier, Beltoise, Watson, Pescarolo, Mass, Jabouille, Schenken, Pryce, Kurosawa, Roos, Gethin and Kazato. This lot were virtually all nose to tail while already some way back were Gubelmann, Wollek, McInerney, Fittipaldi, Wingfield, Jaussaud, Peterson, Leclerc and very much last the unfortunate Dolhem who decided to keep going to get some practice, his outings this year having been very limited.

By the third lap the field had split into three distinct groups. At the front Brambilla, Coulon and Jarier were about a second apart respectively while about 3 s down were Watson, Beltoise, Mass, Pescarolo, Jabouille, Pryce, Schenken, Kurosawa, Roos, Gethin and Kazato. This lot were virtually all nose to tail while already some way back were Gubelmann, Wollek, McInerney, Fittipaldi, Wingfield, Jaussaud, Peterson, Leclerc and very much last the unfortunate Dolhem who decided to keep going to get some practice, his outings this year having been very limited.

On the fourth lap Beltoise slipped passed Watson and started to pull away slightly and close up on team mate Jarier who was losing touch with the two Firestone-shod cars. Coulon was in touch with Brambilla but the Italian was driving well and at no time did it look as though he would lose his advantage.

Bertil Roos had another good outing in the GRD dicing with Peter Gethin's Chevron before it leaked all its fuel.



overhauled by Jabouille's Elf and the following time round the Chevron was in the pits to have a broken fuel gauge repaired after it started spraying John with its contents. He lost two laps in the process although when he rejoined he lapped very consistently and soon made up places. Jabouille had taken Mass on lap nine and pulled away as Jochen started to experience massive understeer instead of running the new Firestones all round the softer 1175 compound tyre was fitted to the inside corners and the front started to go off which allowed Pescarolo to keep right up. Pryce had dropped out of an excellent ninth on the sixth lap when the master switch shorted out down the main straight. He made it back to the pits and after one further visit he got going again strongly but was six laps in arrears. This left Schenken to battle with Kurosawa who was showing very well although it must be said that Schenken was well down on power. A short way behind them was another dying duo of Roos and Gethin. The Swede again being the leading GRD runner and showing considerable potential. Gethin was able to slipstream up the inside past the pits on occasions but the confident Roos was not prepared to let the Chevron past at all. Gethin in fact had a fuel leak, which although it was not spraying him was letting fumes into the cockpit which made him aware of the problem which was to cause his eventual retirement. Kazato had dropped well back in his GRD and was slowly being caught by Gubelmann who had managed to break clear of the rear section of the field. Wollek was behind him until the 10th lap when he spun at the last corner which allowed a very unhappy Fittipaldi to go by. Wingfield was holding off an unimpressive Jaussaud, who won the race last year, while Brendon McInerney dropped well back after a pit stop to report overheating. On lap 13 he quit for good with a blown head gasket. Leclerc who was content just to potter round and do nothing stupid before resuming his attack on the French F3 championship in the following race, got a longer rest than anticipated when the oil pressure dropped on his engine on lap 10.

The next 10 laps saw very little activity at the front except that the two works Marches dropped a little farther behind the privateers at the front although Beltoise was as close as he could have been to Jarier. Jabouille was all on his own in fifth but the sixth place battle started to become four sided after Kurosawa passed Schenken on lap 12 and the two of them closed up on Mass

and Pescarolo. Schenken like Mass was having tyre problems though but of an understeer nature. Mass in fact started to cope with his problem well and left the other three on lap 21 as Pescarolo started to slow with a suspected puncture. Kurosawa took the Frenchman on lap 22 while Schenken benefited next time round as his Motul team-mate went into the pits. There was no problem this time but some laps later there was and he failed to reappear as an eagle eyed official spotted some oil dripping from the car and prevented it from re-starting.

In the battle behind Gethin got the better of Roos on lap 18 only to lose the initiative five laps later just after the next man up. Kazato, retired with a big hole in the side of his Schnitzer engine. This left Gubelmann in 11th place, the final unslapped runner. The only other retirement up to this point was Fittipaldi when the Wood engine ran its bearings on lap 14.

As things continued as usual at the front all that happened behind for some time was that Kurosawa lost his seventh place to Schenken when he spun and damaged the nose which resulted in weird handling and the loss of several places during the remaining laps to those who had not ever looked like catching him. The first to get past was Gethin, having finally taken Roos and left him on lap 31, and the Swede followed suit shortly afterwards.

At the same time, on lap 35, Jarier and Beltoise caught up with Coulon who was lacking third gear and had been falling into the catches of the STP men for a couple of laps. Jarier in fact managed to get in some fast waving in front of the pits but it was not until lap 39 that any changes took place. Both the works Marches towed passed Coulon down the straight and briefly Beltoise got in front of Jarier. The champion reasserted himself quickly as Coulon dropped well back. The gap to Brambilla at this stage was about 10 s and all eyes were looking towards the two Frenchmen to try to work together and make up the deficit. They certainly cut down the gap considerably but at no time did they pose a threat to Brambilla who coolly reeled off the remaining laps at a slightly reduced pace allowing Jarier to close to within 3.4 s with Beltoise third a further one second behind, having broken the lap record on lap 47 with a 1 m 59.9 s in the bid to catch the Italian. Coulon dropped back some 26 s in the final laps but held on to fourth which was not really justice for what had been his best F2 outing yet. Fifth, sixth

and seventh places also became quite close during the closing stages. First Schenken caught right up with Mass and then the two of them started to close on Jabouille. Schenken however could not keep the Motul going at the pace when oil on the first corner made his handling problem worse. Mass really put a charge on and Jabouille's advantage was rapidly whittled away. The story behind the change in fortunes was all centred on the state of health of the Elf. A split exhaust dropped the revs but the worst problem was the tyres which had started to fall apart. One of the fronts lost great chunks of rubber while the rears moulded themselves into a new profile. This drama only occurred in the final few laps and Jabouille was able to stay ahead of Mass just long enough to clinch fifth place by 1.3 s. One more lap and it would probably have been the other way round. Schenken continued his steady way and took seventh a further six seconds adrift and was the final unslapped finisher.

Roos took eighth with the DART GRD after a good drive but the place should have gone to Gethin who was stranded out on the circuit six laps from the end when the last of the fuel dripped out of the tanks and on to the tarmac. Thus Kurosawa took ninth, which but for the damaged nose, would have been considerably higher. Watson managed to climb back up to tenth after his stop managing to unlap himself from Jaussaud in the final laps. Wingfield carried on his usual steady way lacking rather in the horsepower department, but finishing nevertheless, three laps down. Dolhem's persistence netted him 13th, four laps behind, while Gethin was classified 14th ahead of Pryce who was also six laps down but running strongly at the end. Poor Bill Gubelmann had his fourth fuel pump failure in a fortnight ten laps from the end which dropped him from 10th to 16th. The other retirement, 18 laps from the end, was Wollek who spun his Motul and knocked the rear wing off.

31st Grand Prix Automobile d'Alsace
European F2 championship, basic round
Alsace, France, September 17, 56 laps

	Driver	Team	Time	Laps
1	V. Jarier	Brambilla	1 m 59.9 s	56
2	J. Beltoise	March	2 m 0.4 s	56
3	J. Coulon	March	2 m 3.4 s	56
4	J. Gethin	Elf	2 m 3.8 s	56
5	J. Jabouille	Elf	2 m 5.2 s	56
6	M. Schenken	Motul	2 m 6.5 s	56
7	M. Mass	Motul	2 m 8.0 s	56
8	R. Roos	DART GRD	2 m 10.0 s	56
9	K. Kurosawa	Schnitzer	2 m 10.5 s	56
10	B. Watson	Elf	2 m 11.0 s	56
11	B. Gubelmann	Elf	2 m 11.5 s	56
12	J. Jaussaud	Elf	2 m 12.0 s	56
13	P. Dolhem	Elf	2 m 12.5 s	56
14	P. Pryce	Elf	2 m 13.0 s	56
15	J. Wingfield	Elf	2 m 13.5 s	56
16	B. Wollek	Motul	2 m 14.0 s	56
17	J. Leclerc	Elf	2 m 14.5 s	56
18	J. Fittipaldi	Wood	2 m 15.0 s	56
19	J. Brendon	Elf	2 m 15.5 s	56
20	J. McInerney	Elf	2 m 16.0 s	56
21	J. Jaussaud	Elf	2 m 16.5 s	56
22	J. Leclerc	Elf	2 m 17.0 s	56
23	J. Fittipaldi	Wood	2 m 17.5 s	56
24	J. Brendon	Elf	2 m 18.0 s	56
25	J. McInerney	Elf	2 m 18.5 s	56
26	J. Jaussaud	Elf	2 m 19.0 s	56
27	J. Leclerc	Elf	2 m 19.5 s	56
28	J. Fittipaldi	Wood	2 m 20.0 s	56
29	J. Brendon	Elf	2 m 20.5 s	56
30	J. McInerney	Elf	2 m 21.0 s	56
31	J. Jaussaud	Elf	2 m 21.5 s	56
32	J. Leclerc	Elf	2 m 22.0 s	56
33	J. Fittipaldi	Wood	2 m 22.5 s	56
34	J. Brendon	Elf	2 m 23.0 s	56
35	J. McInerney	Elf	2 m 23.5 s	56
36	J. Jaussaud	Elf	2 m 24.0 s	56
37	J. Leclerc	Elf	2 m 24.5 s	56
38	J. Fittipaldi	Wood	2 m 25.0 s	56
39	J. Brendon	Elf	2 m 25.5 s	56
40	J. McInerney	Elf	2 m 26.0 s	56
41	J. Jaussaud	Elf	2 m 26.5 s	56
42	J. Leclerc	Elf	2 m 27.0 s	56
43	J. Fittipaldi	Wood	2 m 27.5 s	56
44	J. Brendon	Elf	2 m 28.0 s	56
45	J. McInerney	Elf	2 m 28.5 s	56
46	J. Jaussaud	Elf	2 m 29.0 s	56
47	J. Leclerc	Elf	2 m 29.5 s	56
48	J. Fittipaldi	Wood	2 m 30.0 s	56
49	J. Brendon	Elf	2 m 30.5 s	56
50	J. McInerney	Elf	2 m 31.0 s	56
51	J. Jaussaud	Elf	2 m 31.5 s	56
52	J. Leclerc	Elf	2 m 32.0 s	56
53	J. Fittipaldi	Wood	2 m 32.5 s	56
54	J. Brendon	Elf	2 m 33.0 s	56
55	J. McInerney	Elf	2 m 33.5 s	56
56	J. Jaussaud	Elf	2 m 34.0 s	56
57	J. Leclerc	Elf	2 m 34.5 s	56
58	J. Fittipaldi	Wood	2 m 35.0 s	56
59	J. Brendon	Elf	2 m 35.5 s	56
60	J. McInerney	Elf	2 m 36.0 s	56
61	J. Jaussaud	Elf	2 m 36.5 s	56
62	J. Leclerc	Elf	2 m 37.0 s	56
63	J. Fittipaldi	Wood	2 m 37.5 s	56
64	J. Brendon	Elf	2 m 38.0 s	56
65	J. McInerney	Elf	2 m 38.5 s	56
66	J. Jaussaud	Elf	2 m 39.0 s	56
67	J. Leclerc	Elf	2 m 39.5 s	56
68	J. Fittipaldi	Wood	2 m 40.0 s	56
69	J. Brendon	Elf	2 m 40.5 s	56
70	J. McInerney	Elf	2 m 41.0 s	56
71	J. Jaussaud	Elf	2 m 41.5 s	56
72	J. Leclerc	Elf	2 m 42.0 s	56
73	J. Fittipaldi	Wood	2 m 42.5 s	56
74	J. Brendon	Elf	2 m 43.0 s	56
75	J. McInerney	Elf	2 m 43.5 s	56
76	J. Jaussaud	Elf	2 m 44.0 s	56
77	J. Leclerc	Elf	2 m 44.5 s	56
78	J. Fittipaldi	Wood	2 m 45.0 s	56
79	J. Brendon	Elf	2 m 45.5 s	56
80	J. McInerney	Elf	2 m 46.0 s	56
81	J. Jaussaud	Elf	2 m 46.5 s	56
82	J. Leclerc	Elf	2 m 47.0 s	56
83	J. Fittipaldi	Wood	2 m 47.5 s	56
84	J. Brendon	Elf	2 m 48.0 s	56
85	J. McInerney	Elf	2 m 48.5 s	56
86	J. Jaussaud	Elf	2 m 49.0 s	56
87	J. Leclerc	Elf	2 m 49.5 s	56
88	J. Fittipaldi	Wood	2 m 50.0 s	56
89	J. Brendon	Elf	2 m 50.5 s	56
90	J. McInerney	Elf	2 m 51.0 s	56
91	J. Jaussaud	Elf	2 m 51.5 s	56
92	J. Leclerc	Elf	2 m 52.0 s	56
93	J. Fittipaldi	Wood	2 m 52.5 s	56
94	J. Brendon	Elf	2 m 53.0 s	56
95	J. McInerney	Elf	2 m 53.5 s	56
96	J. Jaussaud	Elf	2 m 54.0 s	56
97	J. Leclerc	Elf	2 m 54.5 s	56
98	J. Fittipaldi	Wood	2 m 55.0 s	56
99	J. Brendon	Elf	2 m 55.5 s	56
100	J. McInerney	Elf	2 m 56.0 s	56

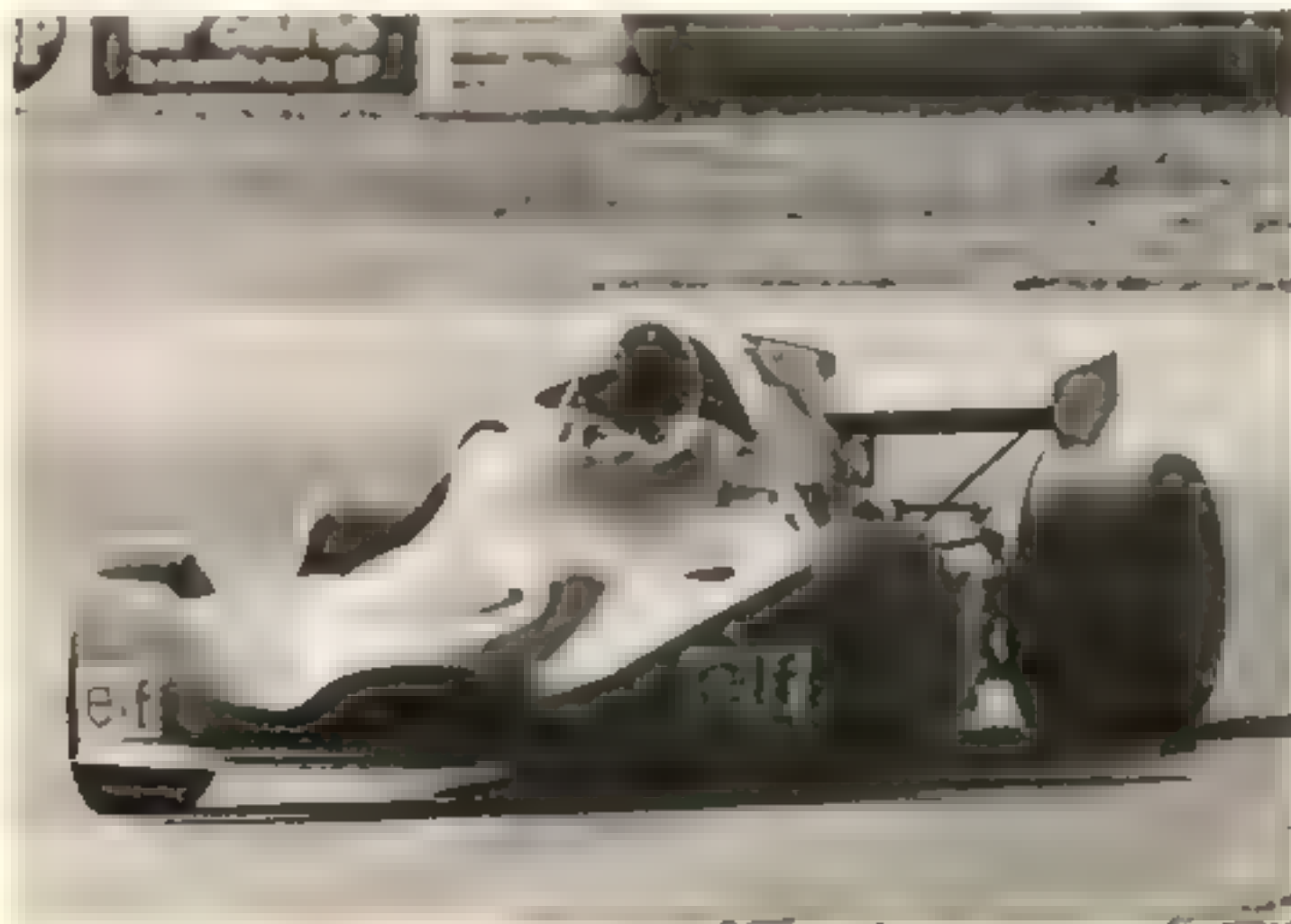
FORMULA 3

Supporting the F2 race was another round of the French F3 Championship which drew just the leading French F3 regulars. Following his two recent wins at Thruxton and Ricard, the Alpine team leader Michel Leclerc found himself in with a chance of the championship providing he wins all the remaining rounds.

Leclerc claimed pole position with his familiar Alpine-Renault A364B and led initially, although he came under strong pressure from the two BP Martin-Holbays of championship leader Jacques Lafitte and Jean-Pierre Paoli plus Christian Ethuin's similar Motul car. It was the latter who succeeded in passing the Alpine into the lead and looked to have everything under control. Lafitte, whose airbox was seen to have an unusually large inlet orifice prior to the start, closed on the Alpine as did Pierre-Francois Rousselot's March 733 Holbay.

However, Leclerc fought back and retook the lead which was made safe after Ethuin had a moment and isolated the Alpine from Lafitte and Paoli with Alain Serpaggi's works Alpine-Renault in attendance.

Jean-Pierre Jabouille was fifth in the Elf 2 despite tyre trouble



How Rod Chapman leader of the Ford Stormont Rally-Cross Team, turns a production Escort into a world-beater.

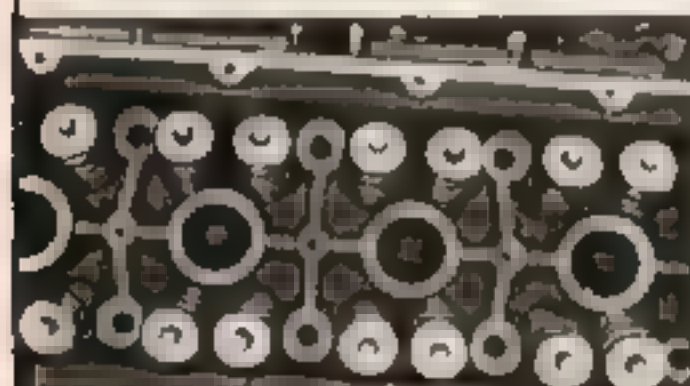
HOW THE
EXPERTS DO IT
Nº1



Rod Chapman in action at Cadwell Rallycross. In recent years he has won such major events as The Player's N°6 National Autocross Championship, The B B C Rallycross Championship and many Dutch and German Championship rounds.



"Ford gave us a good start with the Escort Mk2 body. It's light, strong, handles well. It's fitted with special wide wheel arches and all we do is put it on all-terrain tires, fireproofing between front and rear seat.



"We've just moved on to the new 2000 aluminium B16A with a 16-valve, overhead head. A great new engine. It pushes out a tremendous 224 BHP. Our power and performance figures are phenomenal.



"5-speed ZF. Toughest racing gear box I know of. Quick movement, and a much closer ratio than most boxes, so you don't lose power in the change. But it's tough and that's most important of all—rally boxes.



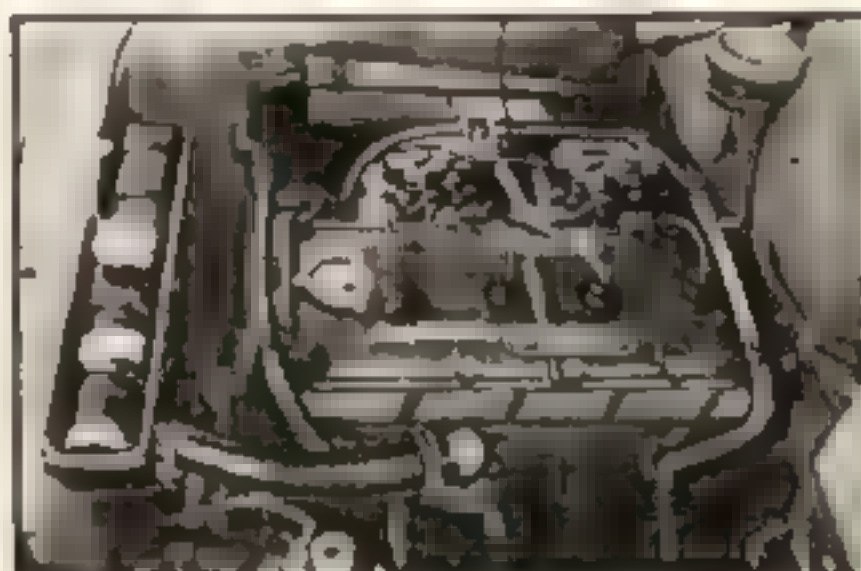
"The right tyres can cut seconds off your time—and that can mean the difference between victory and defeat. We fit Dunlop Racing Caracases, hand-grooved to suit the different surfaces and weather conditions."



"Brakes and suspension are crucial in this game. We're kept on the ground most of the time by heavy-duty gas-filled shock absorbers up front and Bilstein-rated shockers at the back. The brakes are 9" ventilated discs on the front and 9" drums at the rear.



"We never take chances with oil. We always use Shell Super Multigrade in our engines now. The styrene-butadiene co-polymer they use—the 'muscle-molecule'—is the toughest yet invented. It keeps the oil in grade, however hard we hammer it."



"You asked me about the oil I use. I've actually taken one of my cars to 48 meetings in 5 different countries without once stripping the engine down. That speaks for itself."

Shell Super Multigrade with the exclusive 'Muscle-Molecule'
the oil that always stays 20/50 between oil changes.

(It's the only oil Rod Chapman trusts)

Out go the Polish and Monte Carlo rallies

Following the meeting of the CSI rally committee in Milan on September 3, it is now pretty certain that there will be some changes in the composition of the 1974 World Rally Championship. The first rally to be dropped is the Polish Rally which the committee felt was of an insufficiently high standard. Next to go is the Moroccan Rally for the strange reason that its organisers have failed to apply for championship status which means that the championship is going to lose its toughest event. Now even the Monte Carlo is not to be included which seems a logical idea since it is such an important rally and one of such uniquely high expenditure on specialist tyres, that it could

stand on its own without being in the championship and neither it nor the championship would suffer. However, it is being given the choice to get re-instated if it so desires.

With a few events getting chucked or left out, there must be some new ones coming in and they look like being the Rally of the Rideau Lakes in Canada and the Heatway Rally in New Zealand. Together with the East African Safari and the Press On Regardless, that makes no less than four non-European events, which in its turn means that the cost of running for the championship is going to increase but at least it is now becoming a world wide effort.

Foreign possibilities

In October there will be two events of special interest to British crews. They are the Hubertus-Bremen Rally on October 13-14 and the Omloop van Vlaanderen on October 20-21. They are both weekend rallies which take very little time to race and use almost one hundred per cent tarmac roads. The first takes place in Germany and starts on the Saturday evening using 600 km of route and 100 km of special stage. The entry fee is approximately £20. The second event is a Belgian Rally very similar to the better known 12 Hours of Ypres in that it takes place over four laps of the same route. Each lap has three special stages and 55 km of selective. The entry fee is approximately £35 and includes two nights in a hotel for each crew. The start will be on the Saturday morning and it finishes early Sunday morning.

A few copies of the regulations for these events are in Autosport's office if anyone is interested, but for much more information, contact Rally Promotions, c/o Bob de Jong, Ocarinslaan 16, Rijswijk, Holland. Tel 09 31 70 946004.

Twelve car problems

Route authorisation problems have cropped up in the planning of the Plains Rally which will be run over OS 128 129 140 and 141. One very good road has been denied, for the time being, to the organisers after the passage along it of a 12-car rally. The farmer concerned is, quite rightly, angry at the unscheduled appearance of cars through his farm and especially as three of the farm cats were killed. A local club is thought to have been responsible.

Castrol quit road scene

As hinted after the Manx Rally Castrol have plans for a stage rally championship of their own—at the expense of an involvement in the MN rally series, with which they have been connected for five seasons. They are particularly concerned with increasing the possibility for people to go rallying, and have noted the demand for entries—and the original limits on acceptances.

for registrations for both the BTRDA and Triple 'C' series. They plan a series of some 12 events much like the BTRDA series, taking in the events for which Castrol already have connections, like the Welsh, the Manx, the Tour of Epynt the Burma and the Irish Wexford rally. It is hoped to strike a balance between tarmac and loose stage events.

UDT WCR regs

Pre-regulations for the UDT World Cup Rally will be available by the end of this week. Full regs will be finished by October 19. Contact: Wylton Dickson, PO Box 6, London, SW1 9EX. Telex 917946.

BMW rally planning

After competing with their two cars in the Austrian Alpine, the next major event for the BMW Motorsport rally team will be the Italian Rally which takes place in San Remo between October 10-14. The cars will be the same 2002 Tis from the Austrian rally and they will still be prepared in the Munich sport department as the projected move of the rally division to Strasbourg will not take place until early 1974. When it does so, it will be under new rally manager Bratenstein, who previously worked for Porsche. The reason for the move to Strasbourg is that the BMW concession in France will be contributing quite a proportion of the rally budget and there is also a large BMW spares department in Strasbourg which will make it almost as convenient as being in Munich.

If all goes well, BMW Motorsport also hope to field their two cars in both the RAC Rally and the Tour de Corse though with only 10 days between the two events and the fact that two completely different types of car preparation are required, one of those two rallies may be shelved or new cars prepared. For next year, BMW look forward to competing in more major events and though they may not do the Monte Carlo Rally which is not 100 per cent suitable for a front-engined, rear wheel drive car, they are talking about the East African Safari.



Austrian Alpine. The winning Alpine (provisionally) kicks up the dust on one of the last stages. The crew, Bernard Darniche and Alain Mohn. Report begins page 43.



Markku Alén not hurt in crash

A rumour that Markku Alén was injured last weekend whilst competing on a Finnish Championship event is luckily, in that part, untrue. Though the Volvo was written off after rolling, Alén did not require hospitalisation and is perfectly fit.

Datsun for Fall on Southern C.

For the Southern Cross Rally, starting on October 3, (Australia) Tony Fall will be driving a Datsun 240Z with Steve Halloran co-driving. Shekhar Mehta will also be driving a 240Z. Andrew Cowan will be heading a team of Colt Gallants. Fall will not be driving on the Press On Regardless.

POR—two entries of Fiat Spyders

There will be six overseas entries on the Press On Regardless Rally which will be held during the first week of November. This American rally is a counter of the manufacturers championship. A team of three Polish Fiats will be headed by Pauli Toivonen. Two works Fiats, 124 Spyders, are also entered for Alcide Pagnelli, Domenico Russo and Rauno Aaltonen. John Davenport, a Porsche Carrera has been privately entered for Walter Rohrl by co-driver Herb Manacek who owns the car.

Biggest ever entry for Shell-Scotsman Saltire Rally



Bill Taylor—second in series.



Donald Haggie—back to a Ford.

This Saturday, starting at 9 am from Stonehaven, is the eighth round of the Shell Scotsman Scottish Rally Championship with over 100 cars setting off for the St Andrews and District MC's daylight forest stage event—the Saltire. With the absence of Roger Clark and most of the top English crews the rally will not be without stars however—for undoubted favourite to win will be Andrew Cowan who is at present lying third in the championship with the Mogil Motors Escort RS. Donald Haggie, who had his first outing with his new ex-Clark Escort finishing fifth on the Burmah will be out again with the old car along with Bill Taylor (Royal Bank of Scotland RS); Drew Gallacher (Wyllie

ShellSport RS) and Willie Crawford (Lothian Sports cars RS). With a route of 210 miles the Saltire will include 10 special stages totalling over 70 miles through many well-known forests including Durris, Peteresso, Drumtochty, Teintmuir, Edensmuir, Blairadam, Glendevon and Pitmedden. Half way halt will be in Cupar (first car due at 1.15 pm) and the finish of the event will be at the Lomond Hotel, Freuchie, Fife, with the first car due at about 5.30 pm. Current positions in the series, after the Burmah are as follows: 1, Ian Wilson 88 points from six events; 2, Bill Taylor 58 (four); 3, Andrew Cowan 45 (three); 4, Drew Gallacher 42 (three); 5, Alasdair Findlay 41 (five).



The intrepid Team Guyson pair—Tony Fall and Mike Wood.

Blasting in Bradford...

Tony Fall arrived at the Austrian Alpine with a jacket bearing the word Guyson and tidings of a new sponsor. During negotiations to get some parts of his old MG sand-blasted in Bradford, he met Jim Thompson who not only drives his own Firenze in the BARC hillclimb championship but sponsors David Hepworth. Thompson makes and sells sand-

blasting equipment under the name of Guyson and it was not long before the two Yorkshiremen had a deal. Fall now has a sand-blasting machine of his own and the name Guyson will appear on his cars in future events. Thompson must have been quite pleased for the first event that Fall did under his new mentor was the Total Rally in South Africa which he won.

Midland Rally is cancelled

The 432 and Shenstone MC's Midland Rally, a BTRDA and Mexico event due to be held on November 11 has been cancelled. Reason for cancellation being lack of quality in the stages attainable. The event will be re-run early next year, possibly in February.

Rockey's engines

Nigel Rocky and Mike Phillips, apart from running their successful Hoopers Escorts, were responsible for the engine on Dennis Easthope's Escort. This was a 175 bhp build, similar to that in Nigel's RS1600, although next year Dennis plans to use an engine of 200 bhp plus specification.

Compass House Ford

Compass House are sponsoring a fuel injection Escort 1600 in ANEMMC rallies built by George Crighton in Peterborough for Chris Henderson, runner-up in last year's Cyprus Rally. Stuart Fenwick plans to drive the car on the Dukeries at the end of the month. Compass House is a frozen food company trading nationally, centred in Grimsby. ● Bob Davis, currently leading the ASWMC Rally Championship in his RS1600, now fitted with a David Smith prepared engine giving 160 bhp, will be supported by Torquay Ford Dealers, Reeds Rally Sport, for the remaining rounds in 1973, along with his main sponsors, the Quarter Deck Steakhouse at Minehead, Somerset.

Cilwendeg Chat

● Russell Brookes was given two falls for failing to secure the signature of marshals on his timecard. Eventually this was resolved, for the omission appeared to come about as a result of enthusiasm with departing from a control as opposed to deliberate subterfuge. It did, however, bring back memories of the unholy rampus of a couple of years back when route cards were found to have alterations.

● Bernard Banning did not start as the head gasket on his Avenger failed before the start, which allowed another reserve to take a place. The organisers use a novel system of bunching starters on arrival by deleting known non-starters, which saves a lot of awkward and embarrassing space-filling at the head of the field by less experienced drivers.

● Road rallies are getting closer and more hard fought than ever. Back in 1969 37 m separated first and 10th cars home on this event—this year 22 m.

Motorcraft car for Alén

Markus Alén, the brilliant young Finnish Volvo driver, will appear on this year's RAC Rally with a 208 bhp Ford Escort RS1600 supported by Motorcraft. The car will be the ex-Makinen Hong Kong Rally car recently rebuilt at Boreham. A co-driver is yet to be announced.

ATV enter Brookes for RAC Rally

The Works Ford for Russell Brookes and John Brown to drive on the RAC will be entered by the ATV Network. ATV's nightly news magazine programme plan to highlight their car's progress daily.

Manx results correction

A correction to our Manx results last week. Inadvertently our overall classification showed Will Sparrow and Tony Fowkes equal with 962. In fact Will Sparrow was decidedly seventh with 56 a in hand on Fowkes.

● Sandy Lawson's reliable DAF is going back to Holland for its first major rebuild since it was acquired last May, since when it had been used on the Welsh, Scottish, 1000 Lakes and Burmah rallies. The car was previously seen in Britain in the hands of the Lufbrecht brothers, when they used it on the Welsh as one of the Gulf Star team cars.

● Kevin Viduan's Datsun came to a halt on the extremely rural track leading to TC 29 with water in the works but was soon on his way again. The regulations stated this year's event was probably the smoothest Cilwendeg yet, but still there were various tracks to cover. Many navigators who recalled the muddy horrors of the 1969 Targa Rusticana were amazed to see the Cilwendeg used the track south of Talog uphill, but in summer conditions the basically tarmac surface to the hill was managed easily.

● Martin Clark missed a turning in the Cwmforgan loop and found himself trapped down a wrong road by spectators' cars! The delay cost him a couple of minutes or so. Considering the extraordinary number of spectators the nuisance factor was remarkably small for competitors, although some merry folk at Abernant placed a series of empty milk churns in the road to create a novel slalom for drivers. Fortunately this occurred just after a slow corner.

The subject of facial protection has been with us for some time now. After a lot of research and development the IGD Safety Visor has now become standard equipment for every self respecting racing driver. Road & Racing (Holborn) Ltd have limited quantities at a discount price for one week only

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Saloon Car racing as it should be!

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Leading entries include the mighty Camaros of Richard Lloyd and Les Leston, the BMW's of Tony Lanfranchi and Roger Bell, Ivan Dutton's Ford Escort, Bernard Unett in the works Hillman Hunter, Tim Stock in the Vauxhall Firenza, the fabulous Ford Capris of Gordon Spice, Mike Crabtree and John Brindley, and the Alfa Romeos of former British Saloon Car Champion John Handley and Stan Clark

CHAMPIONSHIP

CAR RACES

Organised by the **BARC**

Reserved enclosures: Adults 70p; Children 30p, Paddock 40p, Parking free

The organisers reserve the right, without notice, to make any alteration to the race programme.



MALLORY PARK

30th September, 2.30 p.m. Practice from 9.30 a.m.

Unfair to circuit owners

I think you have been slightly unfair to the Association Internationale des Circuits Permanents in so comprehensively savaging the Secretariat's recent Press release. It may be your view from the outside that "none of these people seem to have a clue about racing cars" but I would assure you that in fact this is not the case and the proposals referred to represent the outcome of long and careful consideration being proffered, as a result, in all sincerity in the general interests of safety at circuits.

Be assured also that an amount of time which would probably surprise your correspondent is also spent in discussing what the circuits should do, and the members of AICP are very severe critics of themselves in this respect. It could be claimed with some justification on that existing CSI specifications would have taken a lot longer to implement without the consultation and co-operation of AICP as a clearing house.

FAWKHAM, KENT

C J D Lowe
(Vice President, AICP)

Too much apathy

We were very interested to read Robert Fearnall's article in the September 8th Autosport entitled "Taking Care of the Clubmen." As far as club racing is concerned, we wholeheartedly agree with the points and suggestions made by Mr Fearnall. We would like to point out, though, that he seems to have overlooked the fact that there already is in existence an "enthusiastic Association to look after true Club racing" such as he calls for.

To be perfectly frank, we are suffering from the same disease that has killed similar organisations stone dead in the past—that is apathy. Taken as a percentage of racing and speed event licence holders, our membership is ridiculously small. People call for an association such as ours, and when they have one they just will not join. Until we have the force of numbers we are, while certainly not completely impotent, comparatively powerless. We are doing this for racing in general, not to further our personal interests, and until people in club racing join us and tell us what they want there is little we can do for them. I know the BRDA are suffering in exactly the same way.

We enjoy a good relationship with the RAC—they are prepared to listen to us and supply us with valid reasons for their actions, as has already been proved, so I think we have a good basis for sorting out such things as the modsports controversy. Modsports drivers are represented on our general council.

BRIGHTON, SUSSEX

BILL THOMSON
(Secretary of Club Racing Drivers' Association)

Engines in L&M series

I draw the inference, from reporting of the L&M 5000 Series this season, that Graham McRae's performance in the series this year is the responsibility and predicated on the underability of Bartz engines. We stand ninth in the series with two races to go. Our McRae GMI has been fitted with Bartz engines all season. We have not been down on horsepower, straightaway speed or reliability to anyone this year. We have suffered nagging engine overheating problems all season which are rightfully laid to the design

of our car. We have also been plagued with breaking rear crossmembers, despite all gusseting, welding and other modifications.

Early in the season, under inquiry, Bartz discussed certain specified modifications done to Graham's engines at his (Graham's) request. These modifications resulted in higher horsepower readings than achieved with our "standard" Bartz engines. Discussions on the probability of engine life led to our continuing "standard" engine. Bartz has also furnished Can-Am engines for my McLaren M8E which have been on par with other 494 Chevrolet engines in all respects.

In my opinion, not necessarily shared by our driver or crew chief, oversteering of engines may be taking place in the series to compensate for what is clearly an advantage in design for certain marques over other marques. I believe all engine builders would agree that to jump from one to another in search of "magic numbers" to equalise a difference in handling and design of makes is both foolish and frustrating.

With a first year driver, a low dollar, no sponsorship effort, using the McRae GMI and Bartz engines for the entire 1973 series, I am reasonably satisfied with our results this year. We have received great help from the US Distributor of McRae cars, and as well, our Bartz engines, in all instances, have been excellent. There are too many factors involved in this very competitive series to focus on one ingredient as the problem of an entire season.

BILL CUDOV

HIDDEN HILLS, CALIFORNIA, USA

Oulton complaints

Having just returned from Oulton Park's premier meeting of the season, I feel I must write to air a number of points which marred my enjoyment of the two-day meeting.

The Formula 3 race on Saturday was considerably weakened by the non-appearance of the continental contingent—apparently because the appropriate permit had not been obtained by the organisers.

The deteriorating length and formula for the main event, the Gold Cup race, with its illustrious P1/P2 history, must be a source of concern to all Oulton Park devotees. If the trend continues we can look forward to the Gold Cup being held in a few years' time for Formula Fords over 10 laps.

Other factors which detracted from the meeting were the inoperative public address system along the Avenue, and, as usual, the total lack of any litter bins around the circuit (only the paddock has this sophisticated facility) thereby making the exhortation in the programme to keep the circuit tidy somewhat fatuous.

BARRY M. LOVATT

MACCLESFIELD, CHESHIRE

Different version

I feel that I must write and correct certain aspects of your report of last week's special saloon race at Silverstone.

Your correspondent says: "on the sixth lap . . . the two (myself and John Turner) made heavy contact and went sideways." I don't know where he was watching from, but it couldn't have been Woodcote, for both John and my spies at that corner will confirm that no contact was made at all.

I would also take issue with the next remark, "Marshall made contact with Cutting at Becketts, sending Brian off down towards Stowe." Having read this report, I phoned Brian for his comments. He agreed with me that this was overexaggerated, and in fact

the incident would not have taken place at all, but for the fact that both cars were very much lacking in brakes. Neither of us could find any damage on our cars at the time. The reason that Brian failed to restart was that the rotor-arm chose that moment to split in two.

The final remark about the wide Firenze is presumably intended to mean that I was baulking John Turner on the last lap. As far as I, and a number of other people were aware, the Escort was all of 15-20 feet away as we crossed the line. Special saloons are going through rather a hard time at the moment, and they are not helped by people like Mr R changes.

Brian Cutting is of the opinion that this was one of the best large class special saloon races ever seen at Silverstone. No mention was made of this, nor of the brake problems that beset so many of us.

LONDON, NW11

GERRY MARSHALL

A new joke

AUTOSPORT please stick to Catchpole—Barry Facey's cartoon is far better than anything else you have attempted comedy wise, but full marks Graham Robson, your joke article was a good try—an amazing bit of PR work, as you pointed out, everybody's heard of Ford.

For your information Mr Robson, the reason that other British manufacturers did not take up the motor sport challenge you speak of, is they lack confidence and courage—it is as simple as that. Any manufacturer could have done "a BMW" (Saloon and F2) at any time in the past 10 years. It only takes courage, something the major English companies lack, except Ford, but you pointed that out to us, of course. While talking about saloon cars, somebody give me one good reason why the British Saloon Car Championship should be dominated by American cars, or other foreign cars for that matter, that do nothing for our economy etc—the 4-litre limited is the best thing that could happen to British international saloon car racing yet.

Just wait until Fitz, Muir, Matthews, Rouse, Spice, Lanfranchi, Unett, Marshall and many others including hopefully Brodie, are all driving 4-litre cars of equal performance. Spectators won't get their breath, the spectacle will be shattering.

Should there be an over 4-litre class in the Championship next year, I hope the RAC have the decency to re-name the British Saloon Car Championship, the RAC American Saloon Car Championship, as it bugs us Union Jack men no end, to keep seeing the backsides of foreigners.

pp DAVID A. BRODIE

NORTHAMPTON GENERAL

Team spirit

After watching the Italian Grand Prix on television, one cannot help feeling that team spirit is leaking out of Formula 1 today.

Surely Peterson, on the last lap, could have seen the importance of letting Fittipaldi by, after having had pit signals telling him the situation.

After the race ended, the commentator informed us that Colin Chapman had made the decision that Peterson should take the race, thus denying Fittipaldi of the nine points he desperately needed. If that is so, Fittipaldi must seriously be considering whether to stay with a team whose manager denies him, admittedly a small, but nevertheless possible chance of winning the championship.

SHEFFIELD, S10 3LA

GEORGE BADNER



During the thrilling £1050-£1500 class race, Unett's Hunter leads Stock's Frenza and Lyon's Hunter. Stock won.

THRUXTON

Dutton takes Britax lead

By ROBERT FEARNALL

Gerry Marshall beat the best in special saloon racing at BARC's Thruxton Championship meeting last Sunday when he drove one of his most impressive races to win the Forward Trust qualifying round from Tony Hazlewood's Daf, Mick Hill's Boss Capri and John Turner's Escort. However, the overall championship lead is retained by Peter Crouch who once again dominated the 850 class in the smaller race with the Longman-prepared Mini which also jointly holds the lead of the MCD special saloon series when Neil Dineen drives it.

Ivan Dutton moved back in to the lead of the Britax production championship by three points when his Unitam Escort Sport easily defeated John Lyon's similar car and previous leader Bernard Unett retired the works Hunter from the bigger race with engine failure after challenged by Tim Stock's impressive Frenza which went on to win the class. The latter event was dominated by Richard Lloyd's Camaro, Lloyd further increasing his class lead and like all other Britax class winners, he broke the class record. Tony Lanfranchi's customary Moskvich class wins puts him just one point overall behind Unett. The main 18-lap Forward Trust Formula 2 Championship race was rather tedious once Tony Brise had asserted his authority over Leonal Friedrich and Brise now seems a secure second in the points table to champion Ian Taylor.

After heavy morning rain, the weather cleared up to give a dry and sunny afternoon for the very large crowd although the practice conditions did result in some peculiar grid positions.

The BMW 3.0 Si of Roger Bell (Rothmans) and Tony Lanfranchi (Shell Luxembourg car in Aramis colours) were faster than Richard Lloyd's Simonix Camaro in practice for the over £1,050 Britax round, but once Lloyd had the Camaro running properly after getting it clogged with mud from a demonstration at Wimbledon's stock car meeting, there was nothing to touch him. The BMWs made the initial running but Lloyd stormed past before Campbell and immediately opened up a comfortable lead from Bell and Lanfranchi who changed places on braking for the chicane on the first lap. That was the pattern of this 10-lap race with Lloyd dictating the pace up front and Bell pestering Lanfranchi hard although the Rothmans car suffered a severe top-end misfire compared with the Shell car. Towards the end Lloyd eased off which gave Lanfranchi the chance to close to within 3 s at the finish and Tony's efforts to close the gap took him out of Bell's reach.

The rest of the field was way behind. Holman Blackburn's Michalin-shod Hermetite Capri originally held a distant fourth over Tony Shaw's Fads Homecare Capri, on Klebers, but Shaw didn't last a lap when a tyre punctured. Blackburn was eventually caught by John Olding's Camaro (although he's a BMW dealer!) which went ahead on the sixth lap entering Campbell after starting near the back of the grid and another back row starter (plus a 10 s penalty) was Gordon Spice with the Wisharts Capri and after storming through the field, Spice also got by Blackburn on the sixth lap before the chicane but he was unable to make much impression on Olding's fourth place.

The next placings involved the £1,050-£1,500 class which produced a major surprise in practice when Vauxhall dealer Tim Stock was quicker—with his 2.3 Frenza now on Michelins to challenge the Hunters—than Bernard Unett's works Hunter and the second works Hunter driven by normal Escorteer

John Lyon. A tremendous battle ensued with Unett and Stock battling out the class lead throughout the early laps while Lyon kept in close contact behind. But after leading through the chicane for four laps Unett lost the lead to Stock on the sixth and it soon became apparent that the championship leader was in trouble; team-mate Lyon passed him on the seventh lap but then spun it at the chicane and when Lyon repeated this trick on the eighth lap, Stock was left in complete command of the class. With his new engine broken, Unett continued at crawling pace amid clouds of blue smoke while Lyon recovered second in class from Derrick Brunt's Frenza (the first non-Michelin car to finish overall, on Klebers) on the last lap entering the chicane. John Bradley's Capri dropped behind these two on the last lap and Denis Thorne's Frenza left this bunch when he spun in to the chicane Arco and continued to make do with fourth in class. Stuart McCrudden's Kangol 2-litre Cortina GT was not far behind before spinning at the chicane and then retiring at Goodwood on the last lap with a punctured Michelin, but the most spectacular retirement went to Denis Bradley who rolled his Mexico very effectively entering the chicane. Both Lloyd and Stock took around 2 s off their class records—mainly due to Michelin "road" tyres!

Roger Manning's Air Call Elden Mk 10 shot in to the lead of the Wella PF race leaving Sid Fox's revised Camel Hawke to do battle with the Eldens of Ted Wentz and Tiff Needell and Stephen South's Ray. Fox soon closed the gap on Manning however, and passed him just before the chicane for the fourth time but he was not to pull away Manning and Wella series leader Wentz (in the 1974 works prototype PH10B) chased Fox continually although Wentz dropped back a little on the seventh lap when he became very sideways lapping a tail-end through the chicane. This left Manning on his own

for the last lap challenge, and he did it brilliantly on the entrance to the chicane, just holding the car through the corner so that there was nothing Fox could do about it but finish 0.2 s behind. Wentz finished a secure third, out of the reach of a closely-fought battle between South and Needell which saw fourth place changing continually and Needell frequently bouncing across the chicane kerb and grass, on the exit. On one such occasion he bounced so high he knocked off his nosecone but still the two swapped places until the end, when South's more tidy approach through the chicane gave him the position. Peter White's Palliser WDF2 had a much more sedate race, his sixth place never being contested.

A magnificent field of special saloons filled the grid for the larger Forward Trust race, the front row comprising Brian Cutting's Escort Martin V8, Gerry Marshall's 18-valve Blydenstein Frenza and John Turner's Tasman FI 4 Cam BRM V8-engined Escort with Tony Hazlewood's Daf-Oldsmobile 55, Colin Hawker's Tyrrell DFV-engined Capri and the Boss Capris of Mick Hill and Tony Strawson lurking behind. But it was not to be Cutting's day—low oil pressure in practice, a split at Church on the warm-up lap and then a half-shaft let go and he retired on the first lap. On the other hand Marshall was in a very determined mood and annihilated the opposition from the start line, the Frenza sheltered in to the lead while Hazlewood just held off Hill and Turner before the Boss Capri shot by the Daf before Church on the first lap. But there was nothing Hill or anyone could do about Marshall. Driving at his best with some beautiful fish-tailing slides leaving the chicane, Marshall was untouchable and his only concern before winning the race was when a slow Mini forced him out to the grass on the exit of the chicane. The battle for second place was quite something with Turner soon disposing of Hazlewood and having a go at Hill; he succeeded to get by him at Campbell on the fourth lap but Hill powered by again at Brooklands and then Hazlewood decided to join in the fun too. On the sixth lap the three of them attacked Campbell together which resulted in Hazlewood coming out ahead of Hill and Turner. Local timber merchant Turner seemed to be in handling problems though, for on the next tour, he had an almighty moment at Cobb and a large sideways moment at the chicane which left him out of touch of Hill, who could do nothing but sit on the tail of Hazlewood. Colin Hawker's beautiful crest on was another to get incredibly sideways leaving the chicane—in fact, it looked a bit of a handful throughout, and Hawker made do with a comfortable, but hairy, fifth. With Tony Strawson's Boss Capri stopping on the first lap, sixth place contained the battling 1300 Minis of Ian Briggs and John Watts with Watts taking the advantage on the third lap and holding off his rival who was eventually split from Watts by Jeff Allam's Viva. Another 1300 rival, Nick Wattiez, lost any chance by spilling his Mini at Church on the first lap.

After lapping 2.4 s faster than the next man, Ian Taylor seemed set to dominate the 15-lap Forward Trust F3 race, but the unlucky Taylor—who seems to have got over his recent bout of illness—stopped after the warming-up lap with a broken piston or camshaft in his freshly rebuilt engine. Another warming-up lap casualty was Masami Kuwashima whose March stopped at Cobb when a battery lead shorted. From the second row, Mo Harness's Modus March made the best start to lead the Marches of Tony Brise and Leonal Friedrich in to Campbell where Friedrich's brakes locked and in the confusion behind, Tony Rouff slowed his GRD only to be hit by Mike Wilds's Dempster March which spun both cars and although they continued, both retired with a lap. While Brise and Friedrich swapped places for second place, Harness held on to his lead until the end of the second lap when he slid very sideways leaving the chicane and eventually spun right round before restarting in eighth place. This left Brise with the upper hand in the Kent Messenger car but the talented Brazilian Friedrich challenged him continually in the Pete Bloore-run March and on the seventh lap, Friedrich tried the inside line on braking for the chicane. The two cars touched, but both drivers held on with Friedrich just reaching the corner first where Brise gave him a slight tap up the back. However, Brise



Brise is hounded by Friedrich for the F3 lead.

retook the lead at Church on the next lap and then pulled slightly away for the rest of the race to finish 2 s in front. Way behind these two, Matt Spitzley's March held third place before Richard Roberts's Myson March recovered from a first lap delay and took him on the ninth lap, Roberts further consolidating third place in the remaining laps. Harness worked back up to fifth place and closed gradually on Spitzley to finish within 2 s of the American. Buzz Busaglio was again showing fine form in another Pete Bloore March when he was holding fourth place in the early laps, but locking brakes and an ailing engine gradually dropped him out of the picture and when the locking brakes wore through one of the front tyres, he was forced to retire on the 12th lap. Two more Marches (there was hardly anything but March 733s in this race), retired on the first lap when Jose Espirito Santo spun at the chicane when in fifth place and was hit head-on by Nicholas von Preussen which eliminated both cars. All this left John MacDonald's GRD 373 in a comfortable sixth place, having pulled away from Jimmy Fuller's Brabham while Jim Yardley's novel front-engined F3 Beagle Mk 3 retired with dropping oil pressure.

The second Britax race for up to £1,050 cars started in great fashion between the Michelin-hod Escort Sports of Ivan Dutton and John Lyon. For the first lap, the two cars were continually side-by-side (even through the bends), but Dutton's smart Unitam example made the break in to the chicane while Lyon had a large moment trying to keep up which saw his Berlitz Languages Escort up on two wheels. From then on Dutton walked off in to the distance, breaking the class record by a mammoth 4 s. Alan Foster's silenced Marina was an equally

lonely third, but Brian Athew's Blydenstein Viva worked up from seventh to take Peter Slade's fourth place, but Slade's Escort Sport followed Athews closely for the rest of the race. Sixth place comprised an entertaining dice which saw Tony Lanfranchi's class-dominating Moskvich 412 just have the upper hand over Richard Mortimer's Escort Sport and Mike Bundy's Marina and Mortimer's last bid ended with him taking the chicane escape road and continue behind Bundy. After Mark Kopiczek had countless spins with his Mini Clubman, ninth place was battled out between the Moskviches of Peter Jopp, Eric Horsfield and Tony Stubbs in very spectacular style with Tim Dodwell's Mini joining in too, but after various two-wheeled antics and collisions, Jopp got the place and second in class from Stubbs, Horsfield and Dodwell.

Reviving the good old days of Goodwood, there was a splendid field of old marque sports cars for the Sreckley sports car race although the series' organiser Bill de Selincourt non-started his immaculate TR3A with a damaged engine. Reg Woodcock's amazing Triumph TRJ took the lead of the eight-lap race, before John Harper's lhd open XK120 took the lead at Brooklands on the first lap and held on to that lead thereafter. Woodcock did challenge him quite hard though, with barely a second covering them at the finish. Derek Allanson's beautiful Healey 3000 held third place before he lost it way before the chicane on the third lap and wedged the car in the Armco, which proved a large obstruction for the rest of the race. Chris Lawrence's 1938 Morgan +4 Supersports easily won the 2-litre class as it motored in to a steady but rapid third place, pulling well away from Richard Williams's Aston Martin DB4. Driving John Pearson's fixed head XK120, Bill Nicholson past and pulled away from Anthony Hutton's open XK120 which was harried all the way to the flag by Paul Lorne's Austin Healey 100. Michael Bowler's Frazer Nash Sebring initially held second in the 2-litre class before dropping a few places,

and Ralph Canby's MGA took the runner's-up a position ahead of Bruce Brown's Elva Courier and Roy McCarthy's MGA, the last three being quite close throughout.

Ray Payne's Hartwell Imp took a large lead at the start of the 1-litre Forward Trust race but then executed a neat and fast 360° spin at Vill'age which dropped him back to sixth. Geoff Lynn's Bevan-prepared Imp and Mike Curnow's Abbott-tuned Mini dived out the lead in the meantime before Payne caught them up again and after the three tried to take Church abreast on lap 3, the Imp emerged back in the lead and pulled away for the rest of the race. Lynn usually held the upper hand over Curnow, but Peter Crouch's very rapid 850 Longman Mini was right there too and displaced Curnow from third on the penultimate lap. Any further attempt from Curnow was lost when he missed a gear leaving the chicane on the ninth lap. Barry Jones's ex-Turner Anglia BRM was battling with this group before a spin on the fifth lap put him out of the picture, so fifth place was taken by Leonard Crouch's Mini which had its mirrors full off John Schneider's Mini with Alastair McHardy's Imp recovering from a first lap excursion at the complex to finish right behind sixth man Schneider. Second 850, Roger Gills' Imp finished a lonely eighth once Thomas Kneller's 2-litre Imp spun at Vill'age and then again at the chicane.

John Morrison's Supernova couldn't start from its pole position owing to a dead engine so the lead of the Silver Cup SuperVee race was disputed by Steve Tipping's Royale RPI4 and Toby Matthews's Supernova. The lead changed constantly with Morrison catching both of them, but Matthews spun at Segrive on the penultimate lap, leaving 21-year-old Tipping a clear winner. Morrison beat Matthews to the line but his 10 s push start penalty dropped him back to third and Derrick Worthington's Royale RP9 got the better of Mike Tobitt's Lola T250 on the last lap for fourth.

The BMWs of Lanfranchi and Briff vainly chase Lloyd's Cougar



Brise Production Saloon Car championship round (10 laps) Overall: 1 Richard Lloyd 37 min 0.4 sec (Camaro), 15 m 34.4 s, 85.24 mph; 2 Tony Lanfranchi 30 min 0.4 s, 16 m 37.4 s, 81.4 mph; 3 Roger Brise 30 min 1.1 s, 16 m 39.2 s, 80.4 mph; 4 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 5 Peter Jopp 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 6 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 7 Tony Lanfranchi 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 8 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 9 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 10 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph.

Forward Trust Special Saloon Championship round (10 laps) Overall: 1 Richard Lloyd 37 min 0.4 sec (Camaro), 15 m 34.4 s, 85.24 mph; 2 Tony Lanfranchi 30 min 0.4 s, 16 m 37.4 s, 81.4 mph; 3 Roger Brise 30 min 1.1 s, 16 m 39.2 s, 80.4 mph; 4 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 5 Peter Jopp 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 6 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 7 Tony Lanfranchi 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 8 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 9 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph; 10 John Oding 37 min 0.4 s, 18 m 54.4 s, 74.4 mph.

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The Porsche 911 Turbo, which will be kept on ice until there are more races for it

FRANKFURT SHOW

Germans feel the pinch

By JOHN BOLSTER Pictures by PHIPPS PHOTOGRAPHIC

The Frankfurt Show has been dormant for several years and now it has returned vastly improved by its lay-off. Perhaps there is a moral here for show organisers in other countries.

This is the first motor show since the news leaked out that not only fuel, but also raw materials for car construction, are to be in increasingly short supply. At last, car manufacturers and the public at large are facing the unpleasant facts. In Germany, they could scarcely ignore them when it already costs \$10 every time a man fills the tank of a large car.

On many stands at Frankfurt, the approaching crisis has left its mark, but none more so than that of Porsche. Here, there is a "car of the future," in skeleton form, designed to last for 20 years, and with its materials carefully chosen for easy melting-down after the long life-span has been exhausted. The transverse air-cooled engine is just ahead of the rear wheels, with its in-line cylinders horizontal and facing towards the rear. German engineering logic is applied to every part, with huge bearing areas, low stress, and advanced features like electronic ignition.

The Porsche 911 is now up to 2.7 litres and is in normal, S and Carrera form, even the latter being tuned to run on the cheapest petrol. A turbo-charged 911 on the stand goes extremely well, I am told, but the full homologation procedure is being delayed because of a shortage of races for which it would be eligible.

On the Mercedes-Benz stand, too, the emphasis is on the more economical models. It is the four-cylinder 230 which has received the latest treatment, with a low, wide dummy radiator and the rubber-edged gutters of the S series round the windows. The engine has a bigger bore, a slight power increase, and lower peak revs, which all adds up to lots of torque. In this country, one tends to think of the bigger Mercedes-Benz models, but in Germany the four-cylinder and the diesel are more than three-quarters of the production. The 240D, which resembles the 230.4 petrol car, has a new diesel engine with bigger

pistons and subtle cylinder head changes.

Mercedes-Benz show one of those cars built for having accidents and so do Fiat. The Fiat approach to fuel costs is by featuring the 126 as the king post of the stand. As we shall soon be keeping our cars far longer, they are announcing big changes to combat rust

Ordinary bitumastic underseal, which is vulnerable to damage by flying stones and may even conceal rust, has been replaced by a PVC underseal which remains flexible and cannot chip. Plastic protective wheel arches, with air spaces to keep the steel free from condensation, will protect the most vulnerable area of the car.

One expected Volkswagen to be going berserk about the Passat but instead they are equally excited about the ultimate Beetle, the 1303 S, with a MacPherson front and incorporating outside scrub radius, double-jointed driveshafts, and 175/70 tyres. Audi are showing the 80 with a matt black bonnet and GT lettering.

BMW are presenting their recently announced new models, of which the 525 is



Above, the Rolls-Royce Phantom VI by Pietro Fua is an enormous open touring car. Below, the Citroën GS Bivator—a Wankel-powered car of considerable performance with large section tyres.



the most important. We could have done with a bit more power when we tried the 520 and here it is with the excellent 2500 cc six-cylinder engine, leader of the new generation of BMWs. The Turbo 2002 is the final development of the earlier models, with power galore, spoilers front and rear, and screw-on flared guards over the bulging tyres. The 3.0 CSL lightweight coupé, now actually of 3153 cc, would unfortunately attract police persecution with its elaborate aerodynamic aids; it could be safer to sit on the back seat of the new long-chassis 3.3 L and let James drive, perhaps.

Opel are featuring the new Kadett, of which a full description and track test recently appeared in these columns. An extremely luxurious coupé by Opel is the Bitter Diplomat CD—Bitter is a coachbuilder and nothing to do with German beer. This previously appeared in prototype form but now you can buy one if you have £9,000 or so. On the nearby General Motors stand is an experimental 2-rotor Wankel-engined Corvette—a surprisingly practical mid-engined sports coupé of delightful appearance. Karmann exhibit the Aesio, a dramatic razor-edged front-drive coupé derived from the Audi 50.

Citroën show the GS Bitor, a Wankel-engined saloon giving 106 bhp at 5,250 rpm. Bigger tyres and smaller wheels are accommodated by flared side panels and two big transverse silencers at the rear give the game away. The pre-war prototype of the 3 CV has been unearthed and is on the stand.

Renault have transferred their exhibition of cars that never were—prototypes that did not go into production—from the Champs Elyées to their stand at Frankfurt. Renaults sell extremely well in Germany and the GTL is shown in its newly re-styled form. Alpines are on view, including some successful competition cars.

Chrysler show the all-conquering Matra 670 once again. The Matra Simca Bagheera can be examined and it really is about the most attractive small sports car. Propelled by a transverse mid-engine, the low, wide body contains three seats side by side. The retractable rectangular



Above, the Matra Simca Bagheera, a most desirable mid-engined sports coupé with three-abreast seating. Below, the Lancia Beta coupé, one of the most attractive cars at Frankfurt.



The Porsche FLA, an advanced study for a car with a 20 year life. It will be panelled in aluminium for easy melting down at the end of its useful life span.



NICE ONE GERRY!



..... Thruxton September 16th, Special Saloon Car Race, 1st Vauxhall Firenza Driver Gerry Marshall

It's easier than ever now to get the right car and tune it to a high standard of performance. The national network of Vauxhall Sport Dealers can supply from stock a wide range of famous Bill Blydenstein and Chris Coburn DTV Sportparts specially developed for road and full rally and racing use.

'Motor' of 9th December 1972 described the Blydenstein Firenza Sport SL, and quoted Bill Blydenstein: 'After many years of road conversion development I have come to the conclusion that people are absolutely mesmerised by maximum speed and standing start acceleration figures...'

The logic of BB's tuning philosophy is beyond

question. 'Only a tiny minority of today's motorists require a cruising speed in excess of 100mph. Vivid third and top gear acceleration is what we really need.....'

That Blydenstein can achieve these results using less fuel, making less noise and without the engine revving its head off, makes them all the more impressive. This, to our minds, is tuning with a purpose.'

	Price £	Overall fuel mpg	In top gear			In third	
			30-50	50-70	70-90	30-50	50-70
Blydenstein Firenza Sport SL	1554	22.0	6.3	6.9	9.4	4.4	5.2

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The BMW 525, really a 520 with the 2500 cc six-cylinder engine

Marchal lamps are unusually wide and should give better illumination than most concealed headlights.

Lancia have had production problems but now Umberto Agnelli, brother of Fiat's big chief, has taken over and is wielding the cane. They have a new coupé in the transverse front-engined Beta, which is marvellously compact and functional and must have an outstanding performance—I want to drive one, please!

Alfa Romeo have a blood-red Autodelta 33TT 12 in Targa Florio trim. However, their main sales effort is on the Alfaseud. The De Tomaso mid-engined Pantera is shown in GTL and GT5 forms, with 310 and 350 bhp, respectively. A 12-cylinder engine stood alone on the Lamborghini stand, but no doubt the cars arrived later. Maserati show the new type cars, the Merak, Khamain, and Bora, flanked by the dear old Indy with traditional live axle. I so love the Lele coupé by Bertone and the Grifo is still a great sports car.

Frankfurt is not really a coachbuilders' show but Pininfarina exhibit the latest version of their Alfetta coupé with detachable transparent roof. By far the biggest and most eye-catching car in the show is the Rolls-Royce Phantom VI by Pietro Frua. This model lends itself to special coachwork because it is one of the very few cars with separate chassis remaining. An open touring car with disappearing hood, it has an immensely long tail to carry a vast quantity of luggage. A curious blend of old and new, it is certainly impressive and costs its owner a cool 100,000 dollars, they say.

Saab have produced a new 3-door coupé called the Combi but it will not be available in England for a while. They also show their 89 EMG 2-litre with fuel injection. Volvo have thought of yet more safety features for their cars and have installed a new type of fuel injection on their 4-cylinder models. This is quieter in operation and has such a good anti-pollution performance that it has been decided to discontinue the twin-carburettor version. DAF have at last got their hands on the Renault 1300 engine, to the great benefit of their Marathon. Besides being more powerful, its lower compression ratio gives wider fuel tolerance. Ford show a delightfully original Model T and the new Mustang, which is a compact car driven by the 2.8-litre German V8. There are several versions of this car, also called the T6, including a luxury model named after the coachbuilder, Ghia. What a pity it has a cart-sprung back axle!

The Japanese are greatly in evidence and Toyota have a new 2-door coupé version of the Carina 1600. Datsun display the whole range, including the much-beloved 240 Z and

the new 120 Y coupé. Mazda import the Wankel engine back into its native land in their RX 3 and RX 4 models. The Honda Civic with its transverse front-drive, is shown with a manual gearbox and also fitted with an ingenious semi-automatic drive.

The British invasion is led by the latest Jaguars, which were recently described in Autosport and are showing Europe what real luxury motoring is all about. The 12-cylinder Jaguar engine has somehow found its way into the Panther, a pseudo-vintage concoction that is claimed to do 0-60 mph in 4s. Unfortunately, its exposed headlamps and vast mudguards would make very high speeds impossible, in spite of all that power.

Rolls-Royce have a plain black long-chassis Shadow that looks incomparably smart but would show every speck of dirt. There is also an infinitely desirable Corniche with an open body. Jensen show the Healey and the Interceptor III, the latter also exhibited in a special version by the local agent, with extra

equipment and a lowered bonnet. Lotus present the Europa Special and the +2 is also on the stand.

A few competition cars appear, notably on a stand devoted to Formula Vee, and there is a special display of BMWs in competition trim. The Germans are not so crazy about antique cars as the Italians but on the Thyssen stand there is a 1924 Hanomag "Kommissariat" (army boot). This is the ultimate in simplicity with a 500 cc single-cylinder rear engine but, quite remarkably, independent front suspension. If the price of petrol continues to rise in Germany, they would do well to re-introduce the Hanomag.

The Automobilia Ausstellung at Frankfurt is a very well-staged exhibition. The German motor industry is suffering because its cars are too expensive to export. Something really must be done about the foreign exchange of the mark, and this will unfortunately keep many foreign visitors away from a show they ought to see.



General Motors' mid-engined Wankel Chevrolet, and below the Opel Bitter Diplomat CD, an extremely luxurious V8 which is now in production.





The Owen Sedan originates from the Jaguar XJ running gear with an aluminium body by Williams and Pritchard

The Owen Sedan— opulent and exclusive

Just prior to the Frankfurt Motor Show H R Owen Ltd, a member of the Scottish Automobile Group exhibited one of the most luxurious motor cars currently on the market. Based on the Jaguar XJ series running gear either 4.2 or 5.3 the Owen Sedan is a two door four seater with a hatch back box and will be built in limited numbers.

The Owen Sedan revives the name of the luxury touring cars built on the Rolls and Bentley chassis during the early thirties. It was built for the man who had every-

thing except an exclusive motor car which combined luxury and speed, and the Sedan filled this gap. It won every major European Concours d'Elegance and became known as the honeymoon car as there were few forms of transport that could beat its comfort on a long trip to the South of France on a wealthy man's honeymoon.

The latest Owen Sedan has been produced with the same idea in mind. While the car basically appears to be quite big it has lowered the centre of gravity of the XJ body

and also the polar moment of inertia. With the body in aluminium, designed by Chris Humberstone, director of SAC Design Ltd and built by Williams and Pritchard Ltd, it incorporates as many safety aspects as possible. Frontal impact absorption has been given careful consideration and the long nose not only satisfies the styling and aerodynamic requirements, but should also exceed the safety requirements of all known safety legislation. The black rubber bumpers that surround the frontal and rear features of the car should comply with the 8 mph impact requirements.

While the doors have their own safety space frame for side impact the entire passenger compartment is protected by a complex tubular space frame which also incorporates a double roll-over bar. Retractable headlamps are featured with four auxiliary lamps mounted behind perspex covers.

Left, the spacious boot with the rear seats folded down, on either side of the number plate are the "windows" to aid parking. Right, the sumptuous interior in suede and leather with lamb's wool carpeting.



Tune in

The interior by M and M Trimmings Ltd is one of the most sumptuous. Firstly, entry is gained through wide doors, sufficiently wide in fact that it is possible to step straight into the rear passenger compartment without having to fold down the front seats. With increased length over the XJ saloons, both front and rear passengers have increased leg room. Each seat is an individual arrangement, and when the rear seats are folded forward, an easy task, there is a luggage capacity of 34.56 cu ft, as opposed to 25.38 when the car is used as a four seater. Perhaps the only disadvantage of the entire car at first glance is that because of the long rear window, one's luggage is on view for all the light-fingered gentlemen to see although there is a blind which can shield it from the back.

What really makes this car apart from many others is the materials used in the interior fittings. Suede, Bridge of Weir leather and best quality Drayton are combined to give an exotic and luxurious finish, while lambswool rugs add to the overall impression, so muddy gumboots won't be very practical wear. The specially designed seats are a combination of leather and drayton. Extra interior fittings include leather covered sun visors with a vanity mirror in that of the passenger's, and the passenger glove compartment incorporates an adjustable map reading light which is automatically switched on when the com-

partment is opened. Ashtrays and lighters are set into both doors and in the rear seat armrests.

For the business man, the stereo radio cassette player is centrally mounted and linked to a microphone so that it may be used to make notes. If it's something to be written down, there's a silver note pad and pencil in the door compartments on the drivers side which can also hold maps, cassettes etc. The radio aerial is automatically raised when the radio is switched on, and retracted when off. An extra touch is the covered compartment between the seats, which holds a silver-backed clothes brush and a similarly designed hairbrush, standard, needless to say.

On the driver's side, the Sedanra is equipped with a fairly small steering wheel to give more feel to the power steering. Specially developed seat belts of the inertia type incorporate a softer material than that normally used. Fuel capacity is 21½ gallons. Parking such a car often presents difficulty as the extremities are hard to judge with a long boot and lengthy rear sloping screen. The retractable headlamps of the Sedanra have been so designed to give the driver a good guide to the nose, while the rearward visibility incorporates a novel vertical glass set into the rear section of the car, through which a driver may view the cars behind. This glass incorporates a silkscreen printed design so

that prying eyes cannot see everything in the car. All the other glass is tinted incidentally.

Perhaps one is wondering what such opulence is doing on the Tune-In page. That's simple, H. R. Owen consider this car to be a conversion. Rather than buy all the bits of running gear, they prefer to work from a complete XJ and use the parts as required. To this end, an Owen Sedanra will cost £9500 including car tax and VAT in the 5.3 litre form, and the 4.2, in manual or automatic, will set the purchaser back £1,000 less. The Sedanra will be a fairly exclusive beast, for while tentative orders into double figures were talked of before the car was even announced to the press, and embargo-breaking journals kept the phones ringing prior to the official announcement, numbers are to be kept in double figures. Add to this the fact that the Sedanra is a hand built motor car and as such, doesn't just take five minutes to build, but more like five months, and it may be worthwhile putting your name down for the next Sedanra after this one. Meanwhile, for those who want to tempt themselves, the car's first appearance will be at the Scottish Motor Show due to the Scottish Automobile company's involvement, although Motor Show visitors in London could well gamble on a glimpse at H. R. Owen's South Kensington showrooms a mile away from Earl's Court.

Exhaust replacement company

After 18 months of operating its stainless steel exhaust business as a Division of Grundy (Teddington) Limited, the Grundy Group Board is to launch a separate company to manufacture and market the Grundy range of Stainless Steel Exhaust Systems under the name Grundy Auto Products Ltd.

Commenting on the formation of the new company, Mr Peter Rawlinson, the new managing director said "We consider that Grundy Auto Products is now well placed to become a major force in the British automotive component market. Already we have seen a steady move towards stainless steel systems in the replacement market and we feel that stainless steel exhausts will soon be fitted as original equipment to some British cars. Increasing concern over pollution will ultimately give a major boost to stainless steel exhausts. The emission control systems being introduced in America involve expensive catalysts which need to be housed in long-life protective casings. Mild steel exhausts have too short a lifespan."

Grundy's decision to enter the vast car exhaust market was made only after extensive research into the existing replacement market structure—a £90m annual market served by a number of large but relatively unknown (to the motoring public) mild steel exhaust manufacturers marketing low price, limited life unbranded replacement systems more or less to the original equipment design and specifications.

Grundy's policy is to manufacture and market a branded product, which uses virtually the ultimate in corrosion-free material coupled with high technical quality

to give a product with a performance similar to the manufacturer's specification.

The marketing and distribution policy of Grundy Auto Products Ltd is based upon the appointment and wholehearted support of a national network of energetic main stockists and fitting stations throughout the United Kingdom. By so doing their branded product will be freely available from accredited Grundy stockists in all principal towns while, at the same time, small garages and repair shops can purchase single systems as required from these same stockists.

Peter Rawlinson says "Fitting stations and garages have, until now, only had to provide a fast fitting service for mild steel exhausts. The vast majority of these, as motorists well know, have a very limited life, quite often less than two winters. The cost of additional replacement exhausts, not to mention the considerable inconvenience which a blown or broken exhaust can cause, is a thing of the past with Grundy Stainless Steel Systems. Our stockists are rapidly benefitting from handling the first truly long-life exhaust system available to the motoring public and our continual publicity and increasing range will give the trade the complete answer to the demand for a really high quality economically priced alternative to the mild steel systems. We already have plans to operate Grundy exhaust fitting days with fitting stations throughout the country as part of our merchandising policy, and a pilot scheme already running in co-operation with Pit-Stop in the London area is showing encouraging results."

The name of the game

If you're fed up with that old nag racing game, Totopoly, you may be interested in a new motor racing game called Speed Circuit, produced by 3M. Three real courses are produced: Monza, Monaco and Watkins Glen so there's a choice from the start. Each driver is equipped with a performance chart giving the top speeds of his car, plus the rates at which he can accelerate and decelerate. Using this and his own speed calculator, he steers his way around the track, losing wear points every time he mistakes a crucial bend. More than that we cannot

tell you, except that it costs £5.95 including VAT. Of course, you could always give it to your kids.

● Universal Oil Products, the sponsors of the Shadow team, announced recently that it has signed an agreement with Mitsubishi Motor Corporation of Tokyo to supply all of its requirements for automobile exhaust emission control catalysts for three years.

This is their third three year catalyst contract announced by UOP with Japanese manufacturers, Nissan and Toyota both have contracts, while Chrysler have also issued a contract for five years.

Correctable trip for wrong slotters

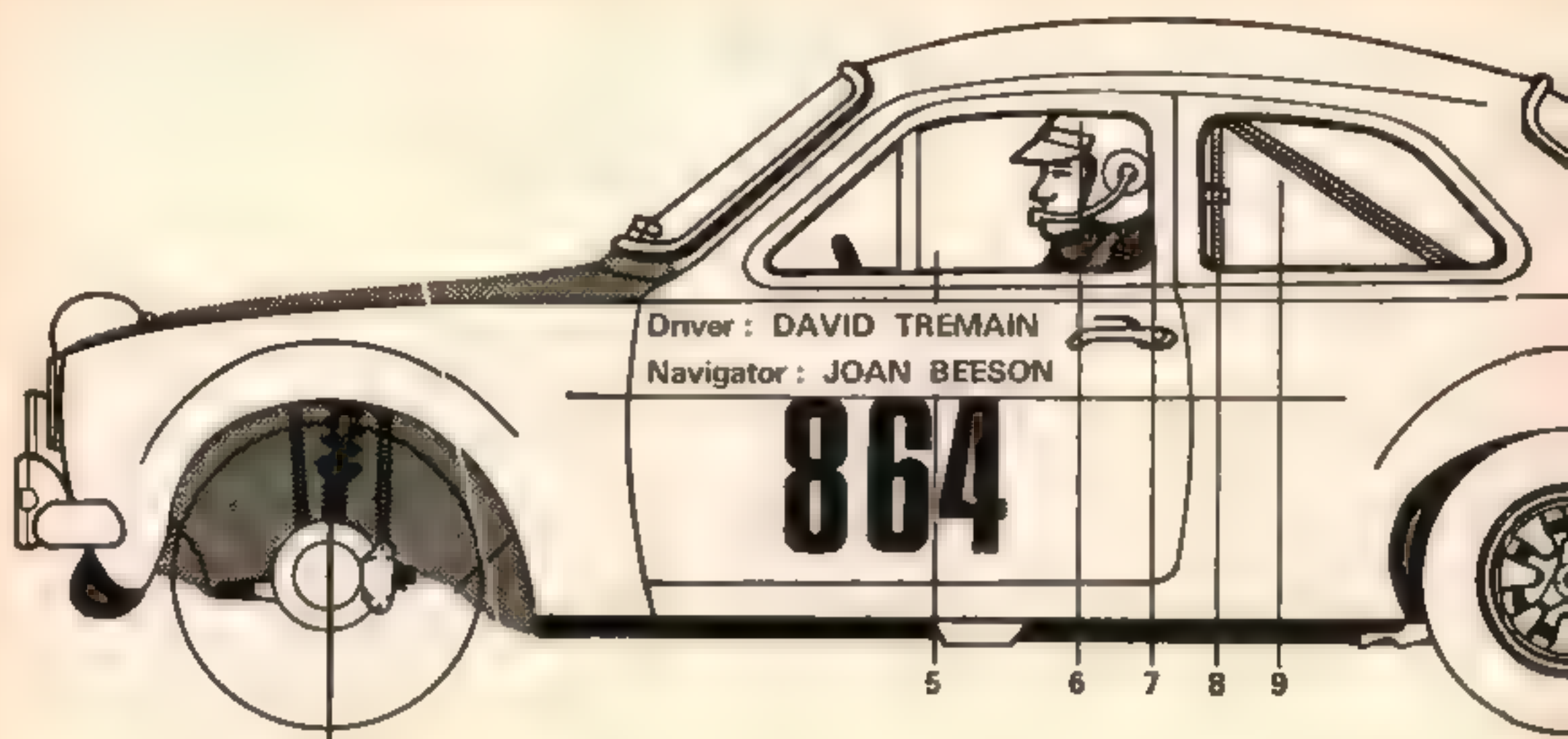
The Autolec Division of G. A. Stanley Palmer Ltd is introducing a new Gemini tripmeter called the Dual-Compact to supplement the range of Gemini three-counter models imported from Denmark.



The Dual-Compact is a twin counter trip with a thumb wheel on the left of the panel to correct distances in event of an indiscretion.

The Dual-Compact is a twin-counter version with a thumb-wheel which allows the reading to be corrected after going down a "wrong-slot," without removing the cover or interfering with the mechanism. The Dual-Compact measures 105 mm x 65 mm x 45 mm thus taking up even less space on the already overcrowded rallycar dashboard.

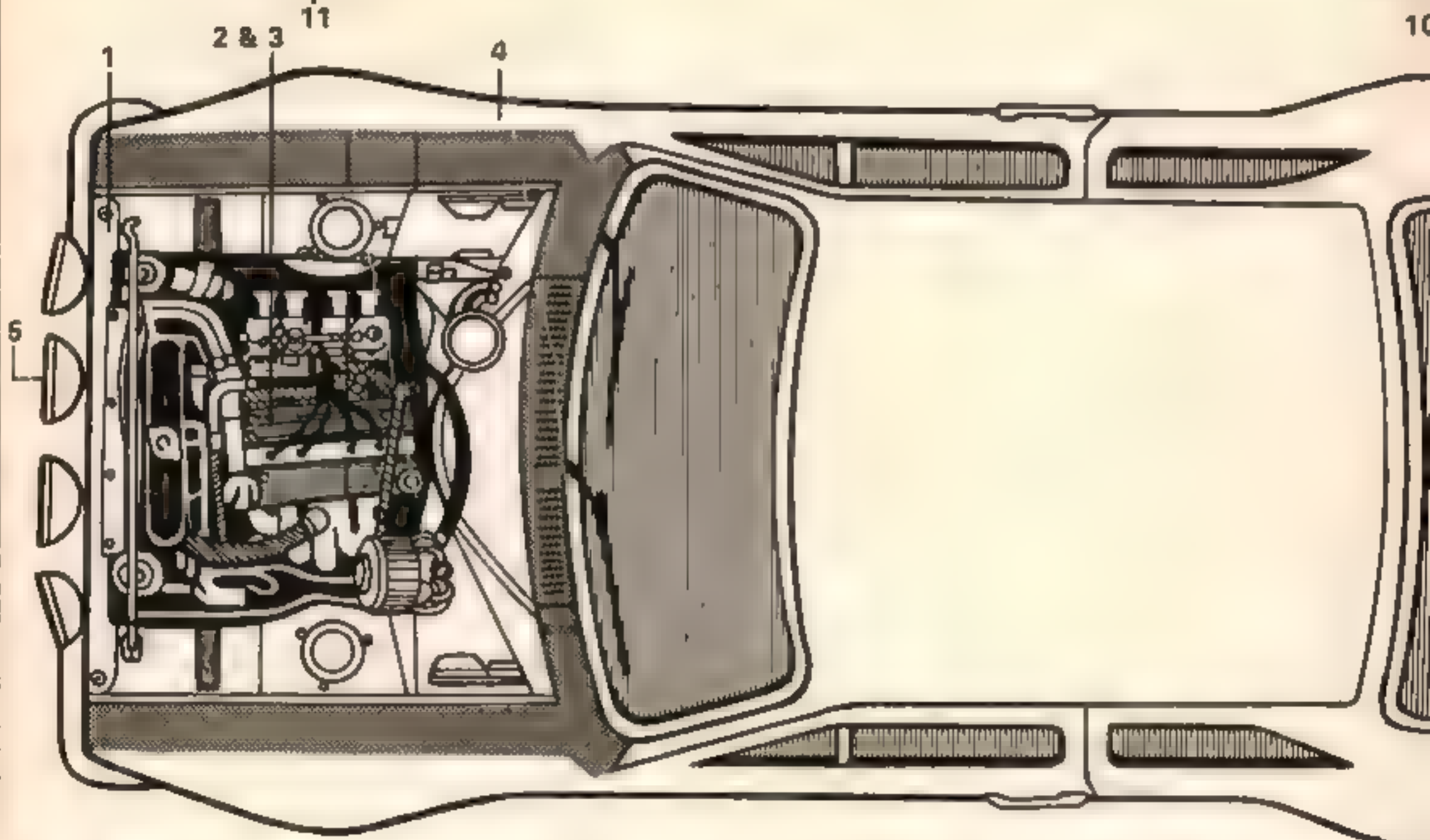
A full range of gears, drive cables, mounting brackets, etc, are available enabling the Dual-Compact to be fitted to all the popular rally cars. All the cables, gears, etc, are interchangeable with those of the Gemini meter. The Dual-Compact kit (including all fittings) costs £31.95 plus 10 per cent VAT and operates on an accuracy of 0.5 per cent when fitted with the correct driving gears.



Driver: DAVID TREMAIN
Navigator: JOAN BEESON

864

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THIS IS AN ADVERTISING GUIDE TO FORD RALLY EXPERTS. THE FOLLOWING COMPANIES PROVIDE SPECIFIC SERVICES TO ROAD AND RALLY CARS. FURTHER DETAILS MAY BE OBTAINED FROM THE LISTED ADDRESSES.

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7 RALLY SEATS RESTALL BROS LTD Anne Road, Smethwick Warley, Worcs. Tel: 021 556 5781 All competition seats including reclining and bucket seats. Type 738 Mk III Autostride—fully reclining rally seat as used by several competitors on this year's RAC rally.	8 SAFETY HARNESS WILLANS Sole concessionaires STOCKBRIDGE RACING Grosvenor Garage, Stockbridge, Hants Tel: Stockbridge 712
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Franz Wurz gets the Peter Kiss racing 24 Volkswagen well crossed up in the face of Harry de Rooy's Daf

LYDDEN

Wurz's Volks shows the way to the natives

By PAUL KING

Pictures by PETER BURN

The European Rallycross circuit descended on Lydden circuit last weekend for round five of the Embassy European Rallycross Championship, the main event for championship points being held in front of BBC television cameras on Saturday. Franz Wurz in the Peter Kiss Racing Team 24 Volkswagen took maximum points, thus narrowing the gap between himself and series leader John Taylor whose Haynes of Maidstone Escort BDA finished fourth behind Tom Airey's 1.3 Mini and Rod Chapman's Stormont Escort BDA. The afternoon was marred, however, by a nasty accident, when Dave Preece rolled his works Mini at the bottom of the meadow, and while marshals were trying to release the injured driver, John Taylor struck one of them. The red flag obviously should have been shown before Taylor's car had arrived on the scene, however, this was the only flaw in the Thames Estuary AC's organisation. W.D. & H.O. Wills must be commended for their enthusiasm for rallycross, the Embassy people laying on an enjoyable prize giving party afterwards.

Round five of the Embassy European Rallycross Championship attracted all the regular European contenders plus the top British drivers who have not had the chance to compete in Europe this year. There is only one more scheduled round of the championship, in France, but this is now in doubt as there was no French participation last weekend. That means that Britain's round could be the last before the Grand Final at Lydden in November.

Championship leader John Taylor headed the entry list with the Haynes of Maidstone Ford Escort with the alloy block BDA, the suspension of the Escort being presently in development for the RAC rally. Taylor is just 11 points ahead of Austrian Franz Wurz who, as usual, had the Peter Kiss Racing Volkswagen 2400. As well as Taylor, Rod Chapman had two Ford Escorts at his disposal both being in the Stormont ShellSport colours while Ron Douglas had the third similarly sponsored car. Also Ford powered were the de Rooy brothers Harry and Jan who were no strangers to Lydden. They had their familiar centrally mounted BDA engined Dafs which are now painted orange. Harry was lucky to get a run for he went off in a big way at the bottom of the meadow in practice and the mechanics had to do a welding job on three corners. Two names which often appear on our rally pages Silig Blomqvist and Per Eklund had their first taste of Lydden Rallycross with the works Saab-Scania Saab 96s which never seemed really suited to the undulating Kent circuit.

British Leyland International entered four cars for Hugh Weldon, Dave Preece and Nick and Judith Jesty, while other regular BL cars were run by David Angel, Gary and Brian Street, Brian Stabler, Peter Vaughan, Tom

Airey and Keith Rapp. Don Githam still has Ford twin cam power in his car, last season's Embassy champion having his first race in this series as he couldn't get the sponsorship to do the European events.

To fit in with the television schedules, the winter system of two runs held concurrently was again adopted which meant that as the runs commenced at 12.45 it was going to finish pretty early. The track was fast but very dusty and so it was a case of whoever gets on the chalk first gets a good advantage. Jan de Rooy did just that in the first run to head John Taylor, Wurz and Guy Deladriere's Porsche 911. The rapid VW spoilt its chances of getting among the first run leaders by spinning at the bottom of the meadow, while Taylor tried a little too hard to get by the Daf on the chalk, and the Escort was left perched on top of the bank. De Rooy recorded 3 m 07.5, but it wasn't nearly as quick as Chapman who led the second group from start to finish, and his 3 m 03.8 s was to remain quickest of the first runs. Wheldon was the first to suffer from the dusty conditions, his works Mini spluttering to a halt with dust in the throttle while Per Eklund finished second to Chapman after Tom Airey had spun with Wurz.

Douglas romped away to 5.4 s victory in the next run over Dick Riefl from Holland who had a German 2.2 VW. Slim-line Ron's 3 m 08.3 s assured him of third place at the completion of the first runs. Among the second group was a 6.3 Mercedes Automatic handled most expertly by German Franz Pickel. Pickel demonstrated the car at the March rallycross and again he drove the car over from Deutschland. With the tyres screeching and the beautifully controlled handbrake of opposite lock it was the best sight

of the afternoon. Unfortunately it wasn't nearly as nimble as the Escorts, the Belgian Ford example of Edgar Wellens posting 3 m 11.0 s to move into fourth place, 1.3 s ahead of Blomqvist who was obviously missing the Scandinavian conditions that Lydden usually gets in the middle of winter. Wood Couwenberg looked to be heading for a good time in his Dutch Escort BDA but a moment at Pits on the last lap lost him several seconds, 3 m 13.5 s being his time to place him eighth by one third distance.

Chrysler were represented by just one car the Finn Jussi Kynilehto with a Sunbeam Imp. but it was quick enough to win its heat in 3 m 18.9 s. The Minis of Gary Street and Keith Rapp were comfortably leading the next heat until first Rapp pulled off when the fan belt came adrift, and then Street had a wire come off the ignition switch which halted his progress and a possibly good time, thus leaving victory to the Nagspeed Mini of ex-Escorteer Ray Smith. The second works Mini to hit trouble was Preece in the next run, the dentist coming to a halt after a lap with dust in the throttle and a couple of wet plugs, leaving victory to the well conducted Escort BDA of George Warren in 3 m 15.7, putting it just outside the top 10. The next group were slow and unspectacular giving victories to Alfons Schoonis's Escort and John Smith's Escort BDA, while on the next run Theo Janzen's Dutch VW Team ADR Van Haperi got among the leaders by recording 3 m 13.1 s which included a 90 degree moment at Pits. Richard Moore's Rpspeed Mini was in sight of victory in the second group when the sump plug fell out, Eric Nisek's Mini winning on the road but being given a "No Run." Brian Stabler continues to show good form with his Lax Motor Co Mini, his 3 m 13.7 s being even more creditable due to the fact that the rear suspension was on the point of collapsing as a pin had pulled out of the rear radius arm. In the second group Harry de Rooy had a big spin going on to the chalk on the first lap together with David Potter's Mini, David Angel's wing being assured when the Daf pulled off with the electric not electrifying. Angel moved into seventh place on the completion of the first runs with 3 m 13.4 s.

After a short delay for the horses to be rounded up, the cameras whirled and the second runs were under way, with a frantic two-way dice between Jan de Rooy and Chap-

Truly International: Len Payne's Mini leads Per Eklund



man, the English driver trailing the Dutchman by 0.7 s after three exciting laps in which Chapman nearly rolled at the chicane as he scattered the barrels. The Stormont car pushed the Daf hard enough for de Rooy to better his time by two and a half seconds. Blomqvist got a bad start and never really recovered not improving his time and so dropping down the list considerably. Wurz again spun at the bottom of the meadow in the second group, as Harry de Rooy crashed into contention with a 3 m 05.2 after dramas on the start line. Wurz soon restarted and got to within 0.4 s of Douglas who was much slower than before.

Couwenberg and Janzen both put up consistent performances in the next run while the second group finished their run in near tragedy. Preece rolled his Mini off the bank at the bottom of the meadow, the inverted car finished in the middle of the track. Preece's seat had come loose in the accident and this had slackened the seat belts, thus throwing Preece around in the car and hurting his back. This happened at the start of the last lap and as Taylor came down the meadow nearly a minute later marshals and doctors were still trying to extricate Preece. At 60 or 70 mph Taylor came off the meadow and was confronted with the Mini plus officials and miraculously weaved the Escort between the M.n. and the outside bank. Unfortunately as

he did so he struck a marshal very hard throwing him several feet in the air. A very shaken Taylor stopped immediately and the marshal received a cracked pelvis while Preece was taken to hospital with a suspected ruptured spleen. However, after an operation that was found to be okay. The accident should never really have happened for the clerk of the course had nearly a minute to put out the flag, but after various appeals from other officials no red flag was forthcoming. Taylor's 3 m 05.0 s moved him into third place although now there was some doubt whether he would complete his third run.

The accident rather dampened the enthusiasm of most people for the rest of the meeting and tension on the startline was running high. Riefel just kept his place in the top ten by recording 3 m 11.9 s on the next run, while Angel improved by nearly 4 s to stay in contention. Gary Street was next up behind Angel by recording 3 m 10.6 s to win from Don Gibson who was having an unhappy time with his Mini TC. Only significant thing that happened in the remaining runs was Tom Airey who really did happen. Smoothly and efficiently he did his three and a half laps and when his time was announced it was an astounding 3 m 03.5 s, 0.3 s quicker than Chapman's leading time, and so they at now had something to aim for. Thus the placings at the start of the final runs were Airey, Chapman, Taylor, Jan de Rooy, Harry de Rooy, Douglas, Angel, Gary Street, Wellens and Riefel; it was looking to be a good result for the home country.

Things didn't work out as planned in the third run however for in the very first run Wurz claimed first prize and maximum points for Austria by clocking 3 m 02.3 s much to the delight of his flag waving team. Chapman lasted a couple of laps before retiring with a blown engine, while Stormont team-mate Douglas was given a no run for his efforts. As in a later run Airey had problems and failed to improve, Chapman finished third behind the Mini, while Douglas was also in the points and the money with seventh place. Harry de Rooy trailed Douglas, another large dent in the already rather second hand Daf signifying a bit of barging at the start. Although behind Douglas on the road he was one ahead in the final placings. Taylor did come out again, and obviously his confidence wasn't affected too much, for he had a tremendous dice with Jan de Rooy, the Daf coming off best by 0.3 s improving his time enough to secure fifth place. Another foreigner to figure in the final run was Deladriere, his Porsche pounding round to stee the watches at 3 m 09.0 s to finish eighth ahead of Angel who equalled his second run time. Gary Street didn't participate in the final run but he still squeezed in to tenth place. On the whole a rather disappointing day's rallycross, the clouds of dust putting paid to any close racing. Let's hope that the continentals don't dominate too much—the sport that was born in this country.

SUNDAY

The overnight thunderstorm made conditions ideal for Sunday's non championship event which was won by John Taylor by just over a second from Jan de Rooy in the less dusty conditions racing was generally faster and closer, the spectators which were double in number over the previous day, having a full day's entertainment this time.

Most of Saturday's participants stayed on although one or two continentals went home overnight to take part in local autocrosses. To make things last, the runs were organised one at a time as opposed to the two groups at a time system of the day before. The first run was a very hairy affair with Wood Couwenberg leading Taylor on to the chalk first time through. The Haynes driver made a demon out-braking manoeuvre at Pits on the first lap, his 3 m 03.6 keeping him at the top of the list on first run times. The Dutch Escort was 5 s slower which assured it of sixth place on the completion of the first runs. Hugh Wheldon reverted to his own M.n. and was much happier, while the top BL driver of the previous day, Tom Airey, was not

able to hold Hugh who recorded a fine 3 m 05.7 s. Third place went to Harry de Rooy, 1.5 s slower than Wheldon, Douglas again put up a smooth and consistent performance, finishing second to Harry and ahead of Blomqvist whose Saab was running on three and a half due to a cracked cylinder. Eklund's works Saab was taken home on Saturday with a blown engine.

Conditions were ideal for the bigger engine cars, this being appropriately demonstrated by John Welch who finished up fourth on the first run with 3 m 07.4 s. A fifth slower was Brian Stabler, while a further second down the list came Jan de Rooy, who didn't have the opposition to push him to a quicker time. The Daf shared sixth place with Couwenberg while behind Douglas in ninth place came Guy Deladriere who had the constant attentions of Theo Janzen's VW to worry about. Chapman equalled the Porsche's 3 m 09.9 s after finishing third to Taylor and Couwenberg in the first run of the afternoon.

Taylor settled the issue on the second run by blasting away from Couwenberg when the starting lights turned green, the Dutchman becoming engaged in the fierce dice with Wheldon which saw them go through the chicane side by side on one occasion which is normally an impossibility. Taylor's 3 m 00.3 s remained fastest for the rest of the afternoon, while the other two spent so much time swapping paint that they failed to improve. An interesting confrontation between the de Rooy brothers resulted in victory for Jan, with 3 m 03.1 s, 0.7 s quicker than Harry while Douglas finished third but still quick enough to move in to the leading five positions. The Porsche improved by over 3 s to claim a place at two thirds distance, his run being led by Chapman until the last lap when the Escort got a little too sideways at Pits, and spun to the back of the field.

Stig Blomqvist put in a 3 m 06.8 s to move into the reckoning together with Nick Jesty's Wessex Racing Mini, while Nick's wife Judith, who had already put up a respectable 3 m 14.3 s, was heading for an even quicker time when she hit the bumps at the chicane all wrong and slammed into the bank, Judith emerging completely unscathed. With one run to go Taylor had a good advantage over Jan and Harry de Rooy, with Wheldon and Douglas sharing fourth place ahead of Deladriere, Blomqvist, Welch, Jesty and Airey and Stabler.

Taylor, Jan de Rooy, Wheldon and Deladriere came together for the first of the third runs the Dutchman taking the initiative on the chalk, and as Taylor got alongside at the same bend on the second lap, the Englishman spun rearward behind Wheldon, the Porsche having retired bonnetless. De Rooy bettered his time but 3 m 01.4 s wasn't quite good enough to claim overall victory. Wheldon also bettered his time to end up fourth, the top Mini-man. After a false start, Chapman shot away from the rest and by recording 3 m 02.6 s he split the second place Daf and the leading Mini. Only 1.2 s separated Harry de Rooy and Blomqvist the Saab smoking quite a bit, but still managed to improve however, although not enough to push Harry's fifth place, while in a solo effort at the end of the day, Stabler equalled the Saab's 3 m 05.4 s. By failing to take part in the third runs Douglas dropped to eighth place ahead of the Porsche and Jesty. After his excellent showings earlier, Welch went off on the chalk the driver straining his back in the process, while Keith Stones yumped his Mini high over Mabb's Bank, although the driver emerged unhurt.

Embassy European Rallycross Championship round 9

Lydden Circuit, December 15

1. Frans Wurz 2.4 Volkswagen 3 m 02.3 s 3. Tom Airey 3 m 03.5 s 4. Rod Chapman 3 m 03.5 s 5. John Taylor 2.0 Ford Escort BDA 3 m 03.6 s 6. Jan de Rooy 1.8 Daf BDA 3 m 05.1 s 7. Harry de Rooy 1.8 Daf BDA 3 m 05.1 s 8. Ron Douglas 1.8 Ford Escort BDA 3 m 07.9 s 9. Guy Deladriere 1.7 Porsche 911 3 m 09.0 s 10. David Angel 3 m 09.7 s

Sunday's results

1. John Taylor 2.0 Ford Escort BDA 3 m 00.3 s 2. Jan de Rooy 1.8 Daf BDA 3 m 01.4 s 3. Rod Chapman 1.8 Ford Escort BDA 3 m 02.6 s 4. Hugh Wheldon 1.8 M.n. 3 m 03.1 s 5. Harry de Rooy 1.8 Daf BDA 3 m 03.9 s 6. Stig Blomqvist 1.8 Saab 96 3 m 05.4 s 7. Brian Stabler 1.3 M.n. 3 m 05.4 s 8. Ron Douglas 1.8 Ford Escort BDA 3 m 05.7 s 9. Guy Deladriere 1.7 Porsche 911 3 m 06.3 s 10. Nick Jesty 3 m 07.4 s

Franz Pickel's Mercedes is a regular at Rally cross, often in a similar attitude



Saab. Alfons Schoonits Escort and Edward Sitter's Daf





The Mazda pick-up is smart, fun to drive and useful.

Mazda's pick-up into fashion

In the United States, and in some parts of South America too, in Australia, New Zealand, South Africa, and other places as well, the young are forsaking the sports car. In many cases, it's the insurance companies that are frightening them off, but the principal reason is that a mere 2-seater doesn't fit in with other outdoor pursuits.

More and more, the younger generation want to take camping equipment around with them. One needs assorted saddlery, an outboard motor, a cross-country motorcycle—I believe they're called trail bikes in the USA—in fact to enjoy a modern holiday a lot of bulky impediments are essential. Yet the estate car is too heavy, clumsy, and unsporting to appeal. The answer is, of course, the pick-up.

The pick-up that I mean is not just a small builder's lorry. It is, above all, a good-looking vehicle, light enough to go and handle well, with comfortable seating for three abreast and a good cross-country performance. As Jabby Crombac defined it, the sexiest car you can buy nowadays is a Camaro pick-up with two four-cylinder Honda motorcycles in the back—his and hers.

The sale of pick-ups is enormous and the American and Japanese manufacturers in particular are doing very nicely, thank you. In some countries, the factories are finding it worth while to market special hot pick-ups for the competitive events which are being organised. It's a crying shame that British manufacturers still think that pick-ups are small trucks for tradesmen.

So far, the pick-up craze has not hit young Britain, but it will come. People who are tired of paying ever-rising insurance premiums for their sports cars, and who find they are automatically in the wrong with the police, are beginning to wonder if it's all worth while. Yet a saloon is too ordinary and respectable, but a pick-up has a much younger image. It's cheaper, too, because there is no car tax to pay on top of VAT, and the insurance people much prefer it to an open car, because its steel roof protects the occupants.

Obviously, the powerful American V8s are too costly to run for most young men and the Mini pick-up, though great fun, cannot carry a very heavy load. Among medium-sized vehicles, however, there is the sturdy Moskvich from Russia (at \$729) and the Japanese have made the good-looking pick-up very much their own. Wishing to road-test a pick-up for this article, I chose the Mazda 1600 as a medium-sized vehicle of this class. Incidentally, the boom has evidently just about started, for there is already a long waiting

list for this model

The Mazda pick-up is an astonishing vehicle for it will carry a ton, yet it weighs only a few pounds more itself! It is essential for a pick-up to have a really hefty separate chassis frame, for all-steel construction is too subject to rust, especially when there is likely to be a lot of parking on the seashores. This the Mazda has, and also drum brakes, that stand up much better than discs to really rugged work, which is why they are still used on huge, juggernaut lorries.

Hefty tyres with pronounced treads are necessary and the gearbox has wide ratios for hauling heavy loads. In every other respect, however, the Mazda follows modern car practice. The engine is an efficient overhead-camshaft unit and the steering is both light and sufficiently high-g geared to make skid correction fun on muddy tracks. There are two pairs of headlamps for fast night driving and the vehicle is well equipped with such things as a powerful heater and reversing lights.

The wishbone-type independent front suspension has extra large bearings and tough semi-elliptic rear springs look after the load carrying. This is the one respect in which the pick-up falls down as a private car, for the hard rear springs give a choppy ride unless a considerable load is carried. It should be easy to arrange some quickly detachable spring leaves to give a soft ride when running empty.

The Mazda holds the road well and is not deflected by gusts of wind. Though it understeers initially, the rear end soon breaks away during really carefree cornering, when correction is dead easy. On grassy lanes or wet tarmac, it remains very controllable and the brakes are not noticeably inferior to discs—they will certainly last much longer. The light steering and the excellent visibility of all four corners make the pick-up easy to park in a town.

A bench-type seat, with seat belts for three, gives an upright driving position, but although the leg room is restricted I was surprisingly comfortable on a long journey. Three-abreast seating postulates a column gearchange, but this is a very good one.

The engine is flexible, with a lot of punch in the middle of its range, so there is no need for a great deal of gearchanging. The sound level is quite moderate at easy cruising speeds but the engine becomes very noisy at maximum revs. This is probably not so much due to the power unit itself as to lack of sound-deadening material at the bulk-

head. If one ignores this cheerful clamour, well over 60 mph is available on third gear.

I timed the maximum speed over and over again because I didn't believe it! Eventually I was forced to rely upon my stopwatch, which monotonously insisted that the Mazda can travel at an astounding 91.8 mph till the cows come home. Almost as surprising was the fuel consumption, which was 26 mpg when I was driving really hard and could be stretched to 30 mpg by slightly more prudent conducting on 2-star petrol.

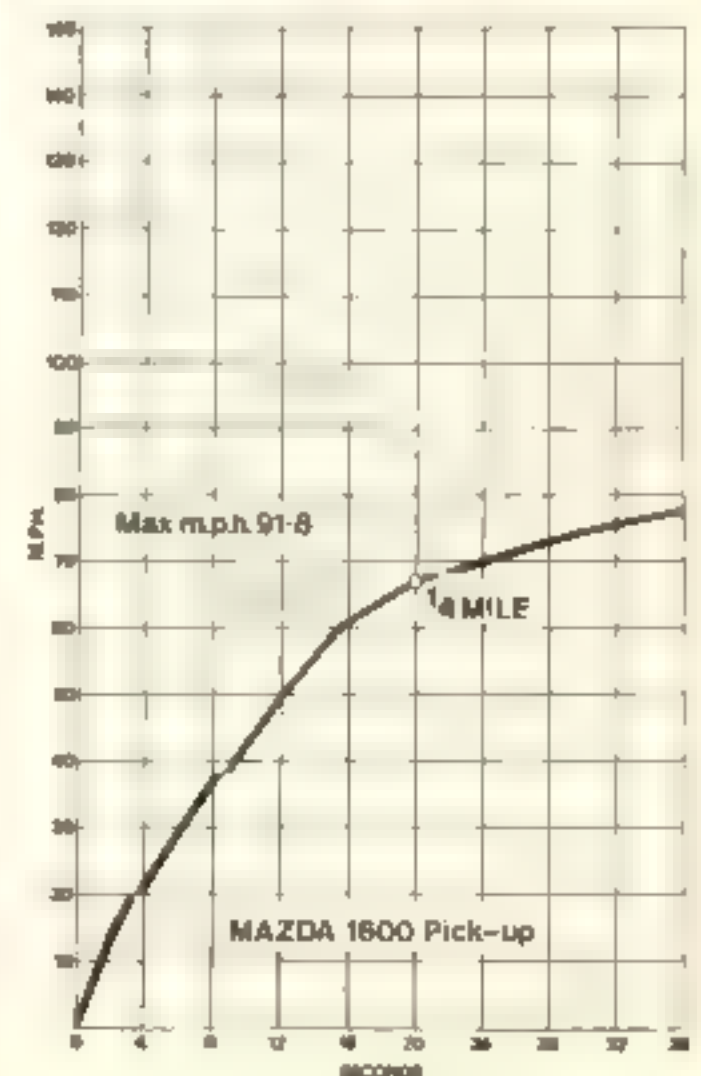
Of course, I made full use of the Maxda while I had it. Loads that it carried included the stones for a rockery and an enormous vintage motor mower of the stately-homes variety. It created a lot of interest when parked, for it is a rather handsome vehicle, and I really don't know how I shall manage without it now that I have had to give it

There is a large waterproof cover which can be supported on hoops to keep the load dry, but the pick-up then looks like any other truck. I took outrageous risks in parking it illegally, but collected no tickets as the ladies evidently thought I was unloading.

This Mazda is smart, fun to drive, and oh so useful. The pick-up is not just a holiday vehicle as one is finding more uses for it all the time. Those young people overseas, who regard these machines as the best sort of cars to have, are certainly pretty sensible. I predict a pick-up boom in England, in the not too distant future, and if the British manufacturer cannot satisfy the demand, I know who will.

SPECIFICATION AND PERFORMANCE DATA

Car Type: Mazda 1000 3 speed pick up price \$ 145 00
 including VAT no tax paid
 Engine four cylinders 70 mm x 83 mm (300 cc) Com-
 pression ratio 8 to 1 3000 rpm at 3000 rpm Chain
 drive overhead camshaft Hitch: downswing,
 12 bushings
 Transmission Single step chain drive 1st synchro-
 nized gears with a sliding synchro change valve D.
 1 580 2 442 and 4 411 in 3 Hypoid rear axle, rat o
 4 755 in 1
 Chassis Separate steel chassis frame Pressed steel body
 independent coil suspension by wishbones and coil
 springs. Rear suspension by trailing arms and coil
 springs. Independent dampers at rear Drum
 brakes 7.5 in front 6.0 in disc wheels fitted to 20-
 4 x 4 tires
 Equipment 2 wall lighting and starting Speedometer
 Fuel and temperature gauges Heating and demisting
 windshield wipers and wipers. Flushing direction
 and glass. Working lights
 Dimensions Wheelbase 6 ft 8 in Track 4 ft 1 in Over-
 all length 10 ft 3 in Width 5 ft 6 in Weight 2225 lbs
 Performance Max speed 60 mph Speed 0 to 60
 7.0 mph Second 37 mph First 20 mph Stand-
 still 20 x 20 Acceleration 0 to 30 mph 12.5
 0 to 60 mph 32.5 0 to 70 mph 33.5
 Fuel Consumption 20 to 30 mpg



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There is a remarkable absence of wind noise and the Alfesud is most effortless at speed. It corners well with moderate understeer and does not tend to roll.

Alfesud—lacking in torque but lots of space inside

Most of us associate the name of Alfa Romeo with exciting sports and racing cars, but the long-established Milanese firm know that these exalted creations do not earn their bread and butter. They have therefore always relied upon their production saloons to pay the wages and the taxes, and it was logical to extend the range downwards when the new factory in Southern Italy was built.

That the Alfesud is a 4-door family saloon is thus no surprise and its capacity of under 1200cc could have been predicted. What is so astonishing is the design, which resembles no previous Alfa Romeo in any respect whatsoever. The car itself is quite large and roomy for its engine size, but it has front-wheel drive and a flat-four engine. This unit has in-line valves, operated by one camshaft per head through bucket-type tappets. The camshafts are driven by two toothed belts, with jockey pulleys tensioning their slack sides. A long, water-heated manifold has a single downdraught carburettor sitting on its centre—a design feature which is perhaps open to question.

The short engine is mounted ahead of the all-indirect 4-speed gearbox, which carries the inboard disc brakes. A light alloy extension to the rear supports the remote-control gear-lever and also rests on the rear rubber mounting, advantageously spaced from the front engine mounts.

The front suspension has MacPherson geometry and the steering is by rack and

pinion. At the rear, a dead axle is welded up from sheet steel pressings and is located by Watt's linkages on either side with a transverse Panhard rod. When one wheel rises, this linkage must place the axle beam in torsion, but perhaps this is intentional as an anti-roll measure. In any case, the rubber

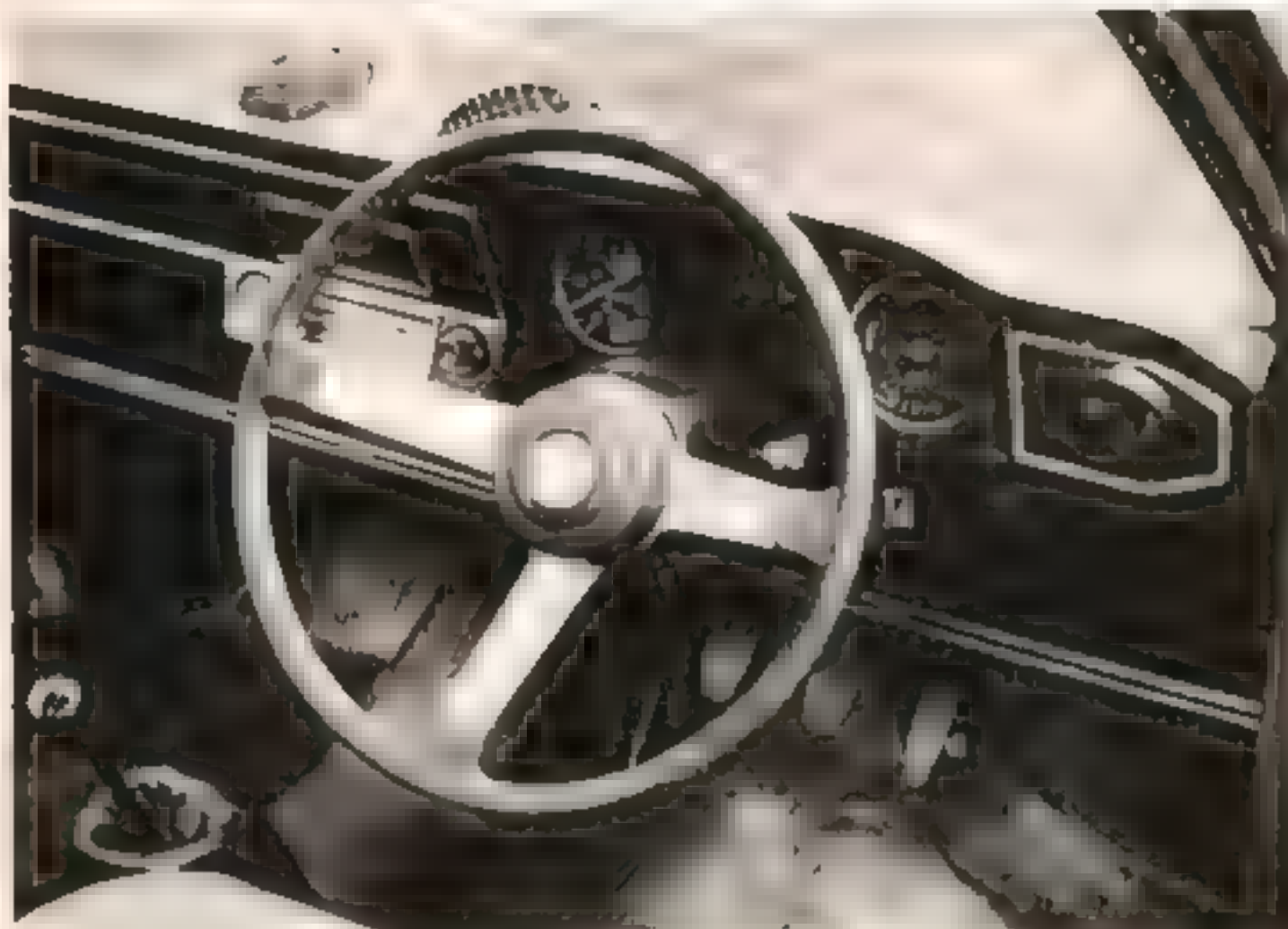
bushes give a good deal of compliance. Once again the brakes are discs, though of considerably smaller diameter than those in front; the hand brake operates on the inboard front discs. The rear suspension components are arranged to obstruct the luggage boot as little as possible.

The Alfesud gives the impression of being a bigger car than it is. The seats are quite luxuriously upholstered and the rear passengers are not cramped, even when those in front adjust their seats well back. The rest of the interior furnishing is fairly plain, with a minimum of instruments. A red light warns the driver when the engine is still too cold for fast driving and an adjustable steering column complements the long slides for setting the front seats—rare indeed on Italian cars.

The design resembles no previous Alfa Romeo, quite large and roomy for its engine size.



Road test



The interior is plain with a minimum of instruments

I have driven the Alfesud both in Italy and in England. It is certainly at home on the autostrada and its timed maximum speed of 90 mph can be regarded as a cruising speed. The engine is very smooth and though it makes a rousing sound when accelerating through the gears, it settles down to a subdued note when travelling fast in top gear.

In England, it is a most satisfactory car when driven hard, the engine revving very freely up to 75 mph in third gear. Under normal traffic conditions, however, and especially in towns, the lack of low-speed torque is very noticeable. The driver who hangs on to the higher gears will find the Alfesud rather dull and the engine must be allowed to turn over before it becomes at all responsive.

As well as the lack of torque at low and medium speeds, there is also a flat spot in the carburation. This is not apparent on the open road but when the engine has been idling at the traffic lights, it hesitates before answering the accelerator and this may cause one to stall it. Other cars with flat four engines are similarly afflicted, due to the long induction pipe, and I would be tempted to fit a pair of twin-choke Weber carburetors, when the Alfesud would become a ball of fire. The flat spot is not always present but is most noticeable in London's worst traffic blocks.

The suspension is fairly hard at low speeds, with some bump thump, but excellent at high cruising rates. There is a remarkable absence of wind noise and the car is

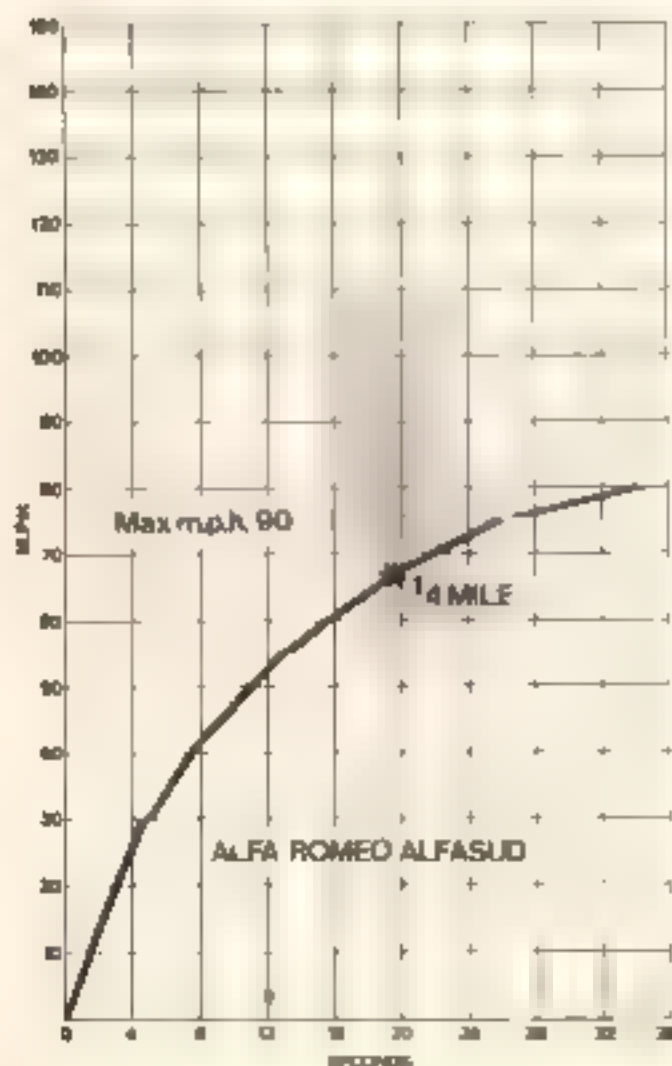
most effortless at speed. It corners well, with moderate understeer, and does not tend to roll. The steering is quite light and the ratio is well chosen for good handling response. The brakes are powerful and stand up well to hard driving, though the hand brake is barely adequate and tends to stick on its rather coarse ratchet. The pedals are offset to the left and the accelerator is rather too close to the brake.

The clutch is smooth in action and the gearbox, with Porsche-type synchromesh, is quiet and pleasant to handle. The rather strong spring, which pushes the lever over into the third and fourth plane, may cause some drivers to fluff the first to second change, but this is soon forgotten.

Well-placed eyeball-type ventilators supply cool air, though the flow is only just adequate for really hot weather. Because of the prevailing temperature I could not test the heater. The wide headlamps give a useful flood of light.

The Alfesud could be an outstanding small car if the engine had more torque to match its high-speed performance. This will not worry the man who uses his gearlever all the time, but no doubt the engineers will find some more punch in due course. The engine feels smooth and unburntable and is well arranged for rapid servicing. Though the price is on the high side, many people will buy the car to carry that famous badge and name.

Car tested: Alfa Romeo Alfesud 4-door saloon, price £1165 including car tax and VAT.
Engine: Four-cylinder in-line, overhead 80 mm x 54 mm, 8100 revs. Compression ratio 8.6 to 1. 41 bhp (net) at 5700 revs. Single-beam driven overhead cam shaft to each head. 5.5 hp down draft carburetor.
Transmission: Single dry plate, 4th speed, oil bath synchromesh gearbox with central remote control of ratios. 0-96.5, 78.2, 54.1 and 3.540 to 1. Hypoid final drive, 4 to 4.4.
Chassis: Combined steel body and chassis. MacPherson independent front suspension on 4 wheel wheels, with an 11 lb. Rock and pinion steering. Over rear axle on rear 5 link and Panhard rod for springs and leaf dampers. 4 round Sanyo assisted disc brakes. 4 wheel disc brakes. 80 mm x 130 mm wheels fitted 145 SR 5 tyres. Extra 145/70 SR 5 tyres.
Equipment: 12 volt lighting and starting. Speedometer. 2 speed wipers, rear wipers and washers. Parking brake. 4 door locks. Wipers, lights.
Dimensions: Wheelbase 8 ft 4 in. Track (front) 4 ft 5.40 in. rear 4 ft 8.14 in. Overall length 12 ft 1.15 in. Width 5 ft 2.55 in. Weight 1825 lb.
Performance: Max. speed 90 mph. 50 mph in gear: 3rd 75 mph, 2nd 55 mph, 1st 30 mph. Standing quarter mile 19.5 s. Acceleration: 0-30 mph 4.7 s, 0-50 mph 11.0 s, 0-60 mph 15.8 s, 0-70 mph 22.0 s. Fuel consumption: 25 to 30 mpg.



The flat-four engine has in-line valves, operated by one camshaft per head through bracket-type tappets



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Provisional winners Bernard Darniche and Alain Mahe at a road function on the penultimate stage, Plankensteirn. This was the first appearance in new red-white blue patriotic colour scheme

AUSTRIAN ALPINE RALLY

Alpine, Saab or BMW?

Story and pictures JOHN DAVENPORT

World championship event dominated by Warmbold/Todt (BMW 2002 TI) but their disqualification gives victory to Darniche/Mahe (Renault Alpine 1800) by a single second from Eklund-Reinicke (Saab V4). However, Warmbold and BMW have appealed the decision and thus the whole rally result hangs in abeyance.

The Austrian Alpine is an unbelievable rally. It has a brilliant technical organisation and fantastic rally roads, but always it is in trouble with the accuracy of its route. This particular chicken came home to roost with a vengeance last week in Baden bei Wien when the rally leaders from the start, Achim Warmbold and Jean Todt in a works BMW 2002 TI, were excluded for approaching a control from the wrong direction. BMW protested and had their protest rejected, so they have now appealed to a higher authority which means that for the moment, there is no winner.

Warmbold not only has the problem of being accused of coming into a control from the wrong direction, for he also lost time—along with other drivers—when a road section with an imprecise route was deliberately blocked. Even if he wins the appeal about the first matter, he will have to get that section cancelled in order to win!

Provisional winners at the moment are Bernard Darniche and Alain Mahe in a works Renault Alpine 1800 who are incredibly just one second ahead of Per Eklund and Bo Reinicke in a works Saab V4. Even that situation is not too certain for Saab have pointed out to the organisers that the regulations mention only timing to the whole second whereas throughout the rally they have timed to tenths of a second. Yes, you have guessed right—if you discount the tenths and do the addition again, Eklund wins by one second.

The whole thing sounds like an organiser's nightmare which is in fact a pretty good description. The only certain thing is that Bjorn Waidegaard Hans Thorsellus in the second works BMW finished behind the

warring trio at the top just fifteen seconds ahead of the second works Renault Alpine of Jean-Pierre Nicolas/Michel Val who would have been ahead of Eklund and Darniche but for the unfortunate loss of a minute.

The story of the early part of the rally was the way that Warmbold went away from the others while Darniche lost time in a ditch but then Stig Blomqvist, Arne Hertz in a Saab V4 who had always been in sight of the German car, made a fantastic effort and started to overhaul Warmbold. This fine drive came to an end when the Saab's differential failed. The BMW started to have rear suspension problems after the half-way point and the two Alpines plus the surviving Saab made an all-out attempt to overtake the BMW, but if one discards the troubles over controls, he would still have had a comfortable lead of well over two minutes at the finish.

One excellent drive that finished half way in the rally was that of Walter Rohrl/Jochen Berger in the Irmacher tuning Opel Ascona who were lying fourth for a long time and then dropped to fifth before falling out with axle trouble. The Aneasi Opel Ascona of Gun-

nar Blomqvist/Ing. Kalney finished but it was nowhere near as competitive. Fiat were in the rally with three crews but lost both sets of Italians—Alcide Paganelli/Nini Russo and Lello Pinto/Arnaldo Bernacchini—through minor excursions that turned into major problems. Hakan Lindberg and Helmuth Elsenle drove the surviving 124 Spyder Abarth into provisional fifth place behind Nicolas and just ahead of the privately entered Porsche Carrera RS of Klaus Ruesling/Wolfgang Weles.

The lone Toyota Celica of Ove Andersson/Gunnar Haggbom finished provisional seventh after a practically trouble-free run, though it was disappointing still the 1800 twin cam engine that propelled it and not the new two litre which should soon put it on a par with current European rally machinery. The privately entered BMW 2002 TI of Herbert Grunstedt/Georg Hopf managed to beat all the survivors of the Porsche Salzburg team who finished with Tony Fall/Mike Wood, Harry Kallstrom/Claes Billstam and Frans Wittmann Hans Siebert but lost the faster Gunther Janger/Harald Gottlieb off the road during the last night.

ENTRY

The Austrian Alpine is an international rally with a very long history and this year's event was the forty-fourth to be held. In the post-war years, it was overshadowed by the French Coupe des Alpes but in the 1980s it has gradually been gaining in importance once again and is now a qualifier for the World

Tony Fall and Mike Wood trying hard with their VW Porsche 1303S. They succeeded in coming ninth overall and first VW home





Per Eklund & Reinicke leading the impressive Saab challenge after Blomqvist's car retired with differential trouble

Rally Championship. It received a good entry of some 94 cars this year of which the vast majority were Austrian. Heading the start list were 20 or so top class international entries and then it was very much a national rally.

BMW Motorsport GmbH had entered its two BMW 2002 Ti rally cars for regular drivers, Warmbold/Todt and Waldegaard/Thorselius. These were very much as they had appeared in Greece with 230 bhp 18 valve engines from Schnitzer, five speed gearboxes and rear axle cooling driven by belt from the axle nose cone. However, a lot of work had gone into the suspension and both drivers had driven test cars to make sure that suspension height was suitable and also that the springs were capable of lasting. Since BMW's fine showing in this event last year with much less powerful cars they started as hot favourites and their main opposition was thought to come from the two works Renault Alpines of Nicolas/Vial and Darniche/Mahe. These were quite a surprise when they rolled up at scrutineering for gone was the familiar dark blue of Alpine and replacing it was a snazzy tricolour effect in light blue, white stripes and red roof. In addition, there were plenty of Renault lozenges to make quite sure that everyone knew who was the power behind the cars. Technically, they still had the single arm R&S suspension and not the new A 310 twin wishbone set-up used on the Ronde Cevenole. A lot of work had been done on the carburation and the most noticeable things were proper air filters and a silencer that really worked.

Renault Alpine had only two cars as Jean-Luc Thierier was away playing on the Tour de France so that made Fiat the largest foreign team with three 124 Spyder Abarths for Paganelli/Russo, Pinto, Bernacchini and Lindberg/Eisendle. By far the largest team in terms of numbers was the Porsche Salzburg convey of Volkswagens. These were all the now familiar 1303 S with 1600 cc engine and about 130 bhp feeding through a five speed gearbox. Fall/Wood, Kallstrom/Bilham and Janger/Gottlieb were their regular drivers but now that they have lost young Georg Fischer to his studies, team manager Strasser has got a quick young farmer, Franz Wittmann into his team and he was driving with Hans Siebert. Their car was entered under the Bosch Team banner though it was identical to the other cars.

Lone entries came from Toyota with Ove Andersson/Gunnar Haggborn driving a brand new, dry sump 1600 twin cam Celica. The car had been prepared in Japan and shipped to Belgium and had then gone up to Sweden where Andersson's mechanic had built the engine with slightly modified "Swedish" cam to give about 160 bhp. The Irmacher Opel Ascona 1900 of Rohrl/Berger was an entry from the tuning firm but there was more than just an eye on it from the Opel factory in Russelsheim as Helmut Bein was in close attendance, it sported a full cross-flow head, chain drive, single overhead camshaft engine and was finished in the yellow and green Irmacher colours. Like the Toyota, it was running on Pirelli tyres and had one interesting innovation in that the oil cooler was mounted in the bulkhead behind the engine which eliminates any chance of it getting damaged in an

accident or punctured by stones.

Probably rated as outsiders before the start were the two works Saabs of Blomqvist/Hertz and Eklund/Reinicke but on the fast, non-mountainous stages, they were to surprise many people. The cars were exactly those as used on the 1000 Lakes except with new running gear and engines. The rumoured 1984 cc engine is not yet with us and the engines were as in Finland with the eight separate ports. Local privateers included the Semperit winning Porsche Carrera RS of Russling Weiss and the 1800 cc Renault Alpine of Walter Roser/Emilio Bazalka, while the familiar faces of Grunsteidl and Hopf were seen in a BMW 2002 Ti complete with a sliding roof. Richard Bochnicek/Seppe Kernmayer were in a works prepared Citroen DS 23 entered by the Z Bank and Gunnar Blomqvist had made the trip down from Sweden yet again to drive the Anessi Opel Ascona 1900.

RALLY

As a departure from last year, the Austrian Alpine had forsaken its very mountainous territory and was using some excellent stages to the west of Vienna on both banks of the Danube. However, it was using small roads nearly all the time with plenty of time controls to keep things moving along. Despite their best efforts of getting someone in to produce a road book, there were plenty of complaints about different routes and imprecision of control location during the races. Things were made more difficult for the competitors by reason of the fact that certain stages were forbidden to them and they had to indulge in official practice in order to make their notes.

Came the start of the rally from Baden, and as the crews arrived for scrutineering they were faced with a pile of route amendments and changes which were often only a photocopied map with the route indicated with a heavy line. More of these alterations later, but the rest of the rally organisation was clicking into place with the Austrian army supplying radio teleprinter machines so that several seconds after each car finished a test, its time was relayed to the central control in Baden.

The start was from Baden at eight o'clock in the evening when a large crowd gathered to watch the cars away from the ramp in front of the casino, listen to the band and the speeches. First man in trouble was Lindberg in the Fiat for his intercom packed up on the very first stage—a tarmac blind of 11 kilometres—and he nearly had a serious accident for as it cut, Eisendle was saying "long fast right tightens into caution right" and Lindberg only heard the first three words! More seriously, they had to do many stages without any intercom at all until the retirement of their team-mate, Pinto, enabled them to borrow his helmets. Stage two was cancelled and stage three transferred to later in the rally so that Seekopf was the next test. The approach to it lies over a bridge but there was some doubt as to whether the old bridge or a new one was the correct route. First man on the scene was Janger who approached over the old bridge only to find the control on the exit from the new bridge.

He reversed and went over the new one by which time the control had moved, assuming by his direction of approach that they must be wrong. The whole thing was a bit of musical comedy but Darniche was not laughing for on this very stage he put two wheels into a ditch and got stuck for two minutes before getting the Alpine moving again.

Organisationally things were not just swinging along for the first five cars got let off a minute early at the start of Hiesbach, and then the passage control after it was off route and while the works drivers sailed on to get into the time control on time, a lot of private drivers spent time looking for it and were late. A meeting of the stewards during the rally decided to scrub the road penalties and also made a decision on another passage control that was not where it should have been. Reisberg 1 was a nice forest stage but Pinto took a wide line on to the grass with his Fiat and struck a hidden rock. The front suspension was badly damaged and though he limped out of the stage, he could not continue. The night was almost over with not many stages but a lot of frustrating road sections having kept the crews busy. Warmbold had been fastest on all the stages and was in a clear lead but behind him it was the two Saabs that were making the challenge, not the more powerful cars.

Grunsteidl broke an engine mount on his BMW during Arsburg 1 and this caused the engine to drop and smash the distributor cap against the side of the engine compartment. He and Hopf changed the cap but it broke again just before the top of the last hill in the test and they were able to freewheel out of the test. The rally had an unfortunate delay when an ambulance failed to get into position and the cars were held up for an hour but by now it was daytime and Warmbold began to take second place to the Saabs and the flying Opel of Rohrl. He still held his overall lead and by the rest halt after stage 14, he was just over a minute ahead of Blomqvist. Kallstrom was having an unhappy rally with locking front brakes but none of the VWs seemed to be able to match the leaders and the best that Fall and Janger could do was 11th and 12th respectively.

At the service point before the halt, both Saabs changed their drive shafts as a precaution and the mechanics were very pleased as they were trying plain bearings instead of the usual needle rollers in Eklund's universal joints and they were standing up to the task much better. However, Blomqvist was having a terrible noise from his limited slip differential and it was feared that it would not last long. Both of the Saabs were using a new Salisbury unit instead of their usual Borg-Warner. The Anderson Toyota had its exhaust welded and a spot lamp stay refixed but was otherwise perfect, while the two remaining Fiats changed shock absorber units. But the big story was Rohrl. He had come off the last stage with the front bearing in the long nose cone of the Opel rear axle having failed. Normally the Opel service crew has a complete axle unit ready to fit but this was the first rally ever that they did not have it and he had to retire as the work of dismantling and changing just the part took too long.

If that was not dramatic enough, just after the restart, the next stage saw both Walter Roser and Richard Bochnicek retire their French cars with radiator failure. In the case of the Citroen it was due to catching the nose over a jump while the Alpine punctured its radiator while turning round after a wrong turning on the stage. At the same time, Warmbold overdid it on one bend and bent a rear wishbone which gave him a slow time on the test and after it, he had to change the wishbone for a second-hand one from his practice car. From now on, he had to be somewhat careful but the pressure came off him a little on stage 21 when Blomqvist's differential expired.

It was now well into the second night, but a rest was on its way for at four o'clock in the morning the rally stopped for breakfast. Eklund was in a bit of trouble for his Saab was using quite a bit of water but there was no fear of the headgasket having blown as their engine does not use one and instead has



Ove Andersson Gunnar Haggbom on the way to a good result with the reliable and well-prepared Toyota Celica 1600.

welded rings which must have been weeping a bit on his car. Both Jacques Chénisse of Alpine and Gerhard Strasser of VW had a word with their drivers at the halt and for both of them the message was the same: go faster! Darniche was now fifth and Nicolas third and with the two leaders having minor problems, it was clear that there was a good chance of improving their positions and thus clinch the World Championship title for Renault Alpine. For Jäger, the target was Andersson who was only just in front of him but on stage 27 the Austrian overdid it and rolled the VW off the road and out of the rally. The Alpines were more successful and were now to dominate the rally to the finish, overhauling Waldegaard and pressing hard on the heels of Warmbold and Eklund.

The Saab driver got a time 50 s wrong on stage 8 which was later corrected but he thought it was a minute out and this gave him the idea that he was 10 s farther away from Darniche than was actually the case. The same stage saw Pagenelli hitting a stone in the middle of a bridge that threw his Fiat in the air and into a field. With no spectators, it took them 38 m to get going again with the car undamaged and thus they were out of the rally. Andersson was having troubles with his carburetors which were going out of balance and the Toyota mechanics changed an oil pipe which looked to be weeping oil. Then Warmbold damaged his rear suspension again and the rally was poised for all its trouble.

He needed the service to get the wishbone welded and alleges that he passed through the control early to do it and then returned. In any case it is certain that the control was 100 yards from where it should have been and that if it had been where it should, then he would never have approached from the wrong direction even if, as it is alleged, he had not followed the official route at all but had passed another way in order to get the welding done. In any case, the marshal reported him for approaching from the wrong direction and the organizers—at the finish of the rally—excluded him.

After the subsequent special stage, there was a tight road section which had caused some anxiety during practice as it had not been clear which of two routes was the official one; it was possible to go left on a rough, shorter road or right on a smooth, longer but quicker road. In the end, with all the wickedness of the Delphic Oracle, the organizers gave out a paper at the start which said that one could go either right or left! During the rally, it seems clear that the two Alpines, Russling's Porsche and two of the VWs went the short, rough way to the left while the rest of the leaders went the other way. Linderberg was first and he found the way nearly blocked by a private car which he had to crush past thus damaging it and his Fiat. Next car was the BMW of Warmbold who found the car again across the road and with

all the doors locked. They tried to push it out of the way and nearly got stuck trying. It was only when Andersson arrived that they could clear the path. All three of these cars were penalized at the next time control; Warmbold three minutes and the others one minute each. The last car to have any trouble here was Eklund who found no car but a shut gate and hit it with the Saab without lifting which opened it permanently.

With all this happening so quickly, the rally had taken a completely new turn for

it looked as if it was going to lose its leader, one way or another. Then Nicolas got involved in an argument at the start of a stage and was done a minute on the arrival control as a result so that from being in the lead by 12 s (assuming Warmbold to at least be penalized 3 m) he was now behind Waldegaard. The official results at this point showed Darniche just 7 s behind Eklund but the real situation was that he was 57 behind him due to the error on stage 8. However, Eklund thought that the error was a full minute and so when Darniche pulled back 58 s on the last two tests, he thought he had just won, but in fact the Frenchman had it by a second. Russling had trouble with his brakes during these last sections and dropped 2 m on the road fixing them so that he lost a place to Lindberg. Almost at the last stage, Andersson had his only real trouble with the Toyota when the oil tank broke loose and had to be welded into place just before the last test.

However, all these things lost their significance in the hubbub that surrounded the press and results rooms when it became known that the supposed leader was excluded and that the penalties for the blocked road were going to stand. Protest, decision and appeal was the order of the day and the whole outcome of the rally will have to await the decision of the OAMTC in a few weeks' time. Not only does it look as if the rally results will hang in the balance, but there is now the question of who was involved in the blocking of the road and that may become a pertinent factor in the World Championship itself.

As far as rally driving is concerned, Warmbold, Darniche and Eklund deserve our plaudits for an excellent performance which would have been well rewarded had it not been for these unfortunate happenings.

AUSTRIAN ALPINE RALLY 1973			
Professional results			
1	B. Osmeyer	A. Mahr	(Renault Alpine 1600)
2	A. Eklund	B. Reinicke	(Saab V6)
3	B. Waldegaard	H. Thorselius	(BMW 2002 Ti)
4	J.P. Nicolas	M. Vial	(Renault Alpine 1600)
5	K. Russling	M. Eklund	(Fiat 124 Spider)
6	K. Russling/W. Weiss	(Porsche Carrera RS)	
7	G. Andersson	G. Haggbom	(Toyota Celica 1600)
8	H. Linderberg	G. Haggbom	(BMW 2002 Ti)
9	F. M. M. Wood	V. V. S.	
10	M. M. M. M.	V. V. S.	
11	P. M. M. M.	V. V. S.	
12	G. G. M. M.	V. V. S.	
13	M. M. M. M.	V. V. S.	
14	M. M. M. M.	V. V. S.	
15	M. M. M. M.	V. V. S.	

SPECIAL STAGE TIMES

221	Matthias 11 km	1. A. Warmbold/J. Todt 10:40.2, 2. B. Darniche/A. Mahr 10:41.2, 3. W. Waldegaard/H. Thorselius 10:42.2, 4. J.P. Nicolas/M. Vial 10:43.2, 5. K. Russling/W. Weiss 10:44.2, 6. G. Andersson/G. Haggbom 10:45.2, 7. H. Linderberg/M. Eklund 10:46.2, 8. F. M. M. Wood/V. V. S. 10:47.2, 9. M. M. M. M./V. V. S. 10:48.2, 10. G. G. M. M./V. V. S. 10:49.2, 11. M. M. M. M./V. V. S. 10:50.2, 12. M. M. M. M./V. V. S. 10:51.2, 13. M. M. M. M./V. V. S. 10:52.2, 14. M. M. M. M./V. V. S. 10:53.2, 15. M. M. M. M./V. V. S. 10:54.2, 16. M. M. M. M./V. V. S. 10:55.2, 17. M. M. M. M./V. V. S. 10:56.2, 18. M. M. M. M./V. V. S. 10:57.2, 19. M. M. M. M./V. V. S. 10:58.2, 20. M. M. M. M./V. V. S. 10:59.2, 21. M. M. M. M./V. V. S. 11:00.2, 22. M. M. M. M./V. V. S. 11:01.2, 23. M. M. M. M./V. V. S. 11:02.2, 24. M. M. M. M./V. V. S. 11:03.2, 25. M. M. M. M./V. V. S. 11:04.2, 26. M. M. M. M./V. V. S. 11:05.2, 27. M. M. M. M./V. V. S. 11:06.2, 28. M. M. M. M./V. V. S. 11:07.2, 29. M. M. M. M./V. V. 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"...I spent about nine apprehensive stages before I settled down to the speed my man and car were going and then I was able to enjoy it."

Manx Flying

I suppose that I should be careful what I say about the Manx Trophy Rally now that I have been lucky enough to win it three times, but to me it's one of the best rallies in the British Isles. I don't just mean the standard of organisation or the stages for I think it holds a unique place amongst our rallies in that it takes place on tarmac. It allows the use of pace notes and it is a full blown international. Perhaps not quite unique for I was reminded quite forcibly by the Irish contingent that the Circuit of Donegal also allows practice and takes place on tarmac and is an international. We are therefore doubly lucky.

One or two people said to me that they would like to see all British rallies without pace notes which I think we could agree would be a very desirable thing if it were not for one thing. That is that if we come to some cory arrangement whereby no British rally has pace notes, the rest of the world will not enter into it and thus our chances of producing world class rally drivers become even more remote than they are at present. We have Roger Clark, Tony Fall and Chris Schieler who can go out and give a fair account of themselves on almost any rally anywhere in the world but there are drivers of equal talent like Colin Maltin, Andrew Cowan and Adrian Boyd whose experience of pace notes is much less. It is possible that in that rapid classification I have been unfair to someone like Andy Cowan who has done a lot of continental events and I notice that I have left out Brian Culcheth, but the message is clear: without some events in Britain where both driver and co-driver can get used to writing and reading pace notes, our few promising drivers will have to resort to using Tibetan co-drivers.

To get back to the Isle of Man for a moment, this rally is an ideal opportunity for British crews to familiarise themselves with the use of pace notes. Ideally, each crew should develop its own system but for the past two years, I have tried to help out by selling properly printed copies of my notes for other people to use. That after all was how I started back on the Tulp Rally of 1963 when Mike Wood and Henry Liddon lent Brian Culcheth and myself their notes. If any of you found difficulties reading notes first time out, take consolation from the fact that I got lost on nearly every test! I feel that it is no good us sticking our heads in the sand and saying that it is cheaper and more fair to have rallies without practice—which I would agree with 100 per cent—but the rest of the world runs its rallies on closed public roads and won't stop just to please us. Therefore, if we want to do well on international rallies other than the RAC, Scottish, Welsh and Circuit of Ireland, this is one more technique we shall have to master.

My Manx Trophy started in mid-August when I crossed to the island to make the basic pace notes on all the tests. This had to be done with the full co-operation of the organisers and I should like to thank both John Stott and Neil Hanson for their time. The reason why they help by giving the

route in this way is that we found last year that providing proper pace notes reduced the amount of desperate last-minute practice by a large amount. At this point, I might as well explain the phantom appearance a few weeks earlier of Roger Clark on the island. Autosport had received a message from its man in Douglas that Mr Clark had been seen and was driving around in a Mini. Considering that our Mr Bald works for the principal company hiring Minis on the island, it was printed and immediately denied by Clark. I found out when I returned before the rally that a man answering to the description of England's number one rally driver had been in the firm asking about buying a couple of Range Rovers but that in fact our man had not seen him personally. It turned out that Jeff Churchill was the other ego with the hired Mini who had been holidaying and lanced a couple of Range Rovers. Roger was upset that we had made it look as if he had been doing some early practice and I must say that for that we are sorry but it isn't as if practice is forbidden and indeed, if anyone should be so inclined, he could start now for 1974 as the same roads are used every year. No one tries to exclude John Huyton or Denis Easthope and they live on the island and cross these roads every day. In fact, Huyton actually lives in the middle of a stage which is used every year!

With Adrian Boyd, we had decided to use my system of notes instead of the one that he has used infrequently in the past. This meant quite a bit of homework for him and for several weeks before the rally he carried a piece of paper everywhere with him which had the various gradings of bend written on it. Our practice, like that of many other people, was made more awkward by the fact that the Manx Grand Prix was being held and one afternoon we spent a happy half-hour watching the 350 cc race with Roy Fidler, Barry Hughes, John Bloxham and Norman Salt.

However, in three days we seemed to have mastered one another and it was just a matter of trying the rally car. We did that on the Thursday night and discovered that David Wood had not been lying when he said that his 2 litre injected BDA was a real screamer. From 3000 rpm to 5000 rpm, the response seemed about the same to full openings of the throttle which was operating a set of four butterfly valves rather than the normal slides associated with the Kugelfischer injection system. So fast was the car compared with the 1500 cc BDAs that Adrian had had in the past that we were very grateful that we had made the notes with precision for some of the near flat corners which we had graded as "slight" really needed a bit of driving round.

When it came to the rally, I spent about nine apprehensive stages before I settled down to the speed my man and car were going and then I was able to enjoy it. The only thing that caused us any trouble during that first night of the rally was the lowness of the suspension which made the car very twitchy over bumps and coming up Druidale we were almost at walking pace once or twice. Then there was an occasion in the daytime where our twitch over a particular hump was

still being sorted out some twenty yards later and we nearly had a photographer wrapped round the petrol filler cap.

It was in the daytime that our troubles started for after just three stages, the starter dropped off and jammed and we had to get it changed. Then the clutch/gearbox started to give trouble and it felt as if we had no synchromesh on the middle gears. We fiddled with the clutch adjustment and for a stage or two it seemed a bit better until on Glen Roy, second and third gears disappeared completely and it was clear that we had a broken selector. We drove another stage with only first, fourth and fifth and then the diagnosis was confirmed by Messrs Wood and Ashcroft in person. It was then the time of the lunch break and our service crew was somewhere in the north of the island so one desperate thought struck me: if the Tholt-y-Will test was not yet closed, we could nip down it, get the box changed and perhaps have enough time to race round the TT course through Ramsey back to the start at the Bungalow before getting excluded.

As it was, it just went perfectly and the Lombard and Uster mechanics under the direction of Bert Campbell and with the assistance of Robert McBurney managed the job in well under the hour despite having trouble getting the dowels out of the old gearbox and having to make a new one up out of an old bolt. I wouldn't like to tell you how long we took to get from Ramsey up to the Bungalow but you can be sure that it was a competitive time for a racing motorbike and by some miracle we were back in time with five gears. Then immediately on the test, the engine cut twice and the alternator showed full discharge so there we were back in the service point trying to trace the trouble. We changed the diode pack, no change. We changed the connection for the master switch which seemed loose: no change. Then finally we got a new relay board from Clarke and Simpson's ever cheerful Bob and that fixed it. By then there were only three stages to go and we made no mistakes by cleaning all three of them now that Adrian didn't have any red lights to distract him.

The Irish celebration which followed needs no describing to anyone who has been on a Circuit of Ireland but suffice it to say that Robert Taylor flew over from Belfast to make sure that M. E. Hamilton's boys were well looked after—and that we were!

The final point that I should like to make about the Manx is that it was a very accident free rally this year, or at least if there were accidents, they had no serious consequences. We were one of the crews first at the scene of Junior Preston's fire and I was amazed how difficult it was to put out. He had already fired off the electrically operated extinguisher and emptied another one round and under the bonnet but until we got two more and got the bonnet up, there was no chance of putting it out. And that wasn't really a petrol fire for most of the heat was coming from burning brake fluid where the reservoirs had melted. Perhaps with these automatic extinguishers which have three outlets, boot interior and underbonnet, it could be an idea to have some kind of selection switch to route the majority of the extinguishant to the source of the flames.

Austrian Alpine. Ekland kept Saab hopes alive with this sort of determined driving



The Austrian upset and implications

Immediately after the Manx, I took myself off by road to the Austrian Alpine where I was to play the role of journalist, photographer and interested spectator. For nine-tenths of the rally, I was a bit bored but there is no denying that things got pretty hot towards the end. In another part of *AUTOSPORT* this week, you can read my report on the rally but it must be obvious to you that there is much more behind the scenes that is not part of straight reporting.

Regarding the first incident, that of Warmbold's alleged wrong approach to the control, the facts are these as reported by eye-witnesses. The time control was definitely placed on the wrong road and should have been a short distance up the road towards the stage start. Thus from the point of view of correct approach, it should have been possible to come either way along the major road. As it was, the control was in that road. Now Warmbold was definitely seen off route during

this nineteen kilometre section welding his car's rear suspension and, from that place, the only way he could have regained the route without loss of time was to come up the non-rally route part of the major road and go into the time control. There is no question in my mind that he tried to do, knowing that the control should be in such a place as to allow him to deviate from the route, and it was just his rotten luck that the control was misplaced. The controller, a certain Erich Spatt, was adamant that he had come in the wrong way and reported him for that though the organisers did in fact exclude him for having failed to follow the official rally route. It says in the regulations that if you leave the official route for any reason, you must rejoin at the same point.

Just what should happen here is to my mind in doubt as both parties have been at fault. Warmbold thought he was taking a very small chance of discovery in return for

the work on his car, while the organisers should have made sure that their control was where it was said to be in the official route.

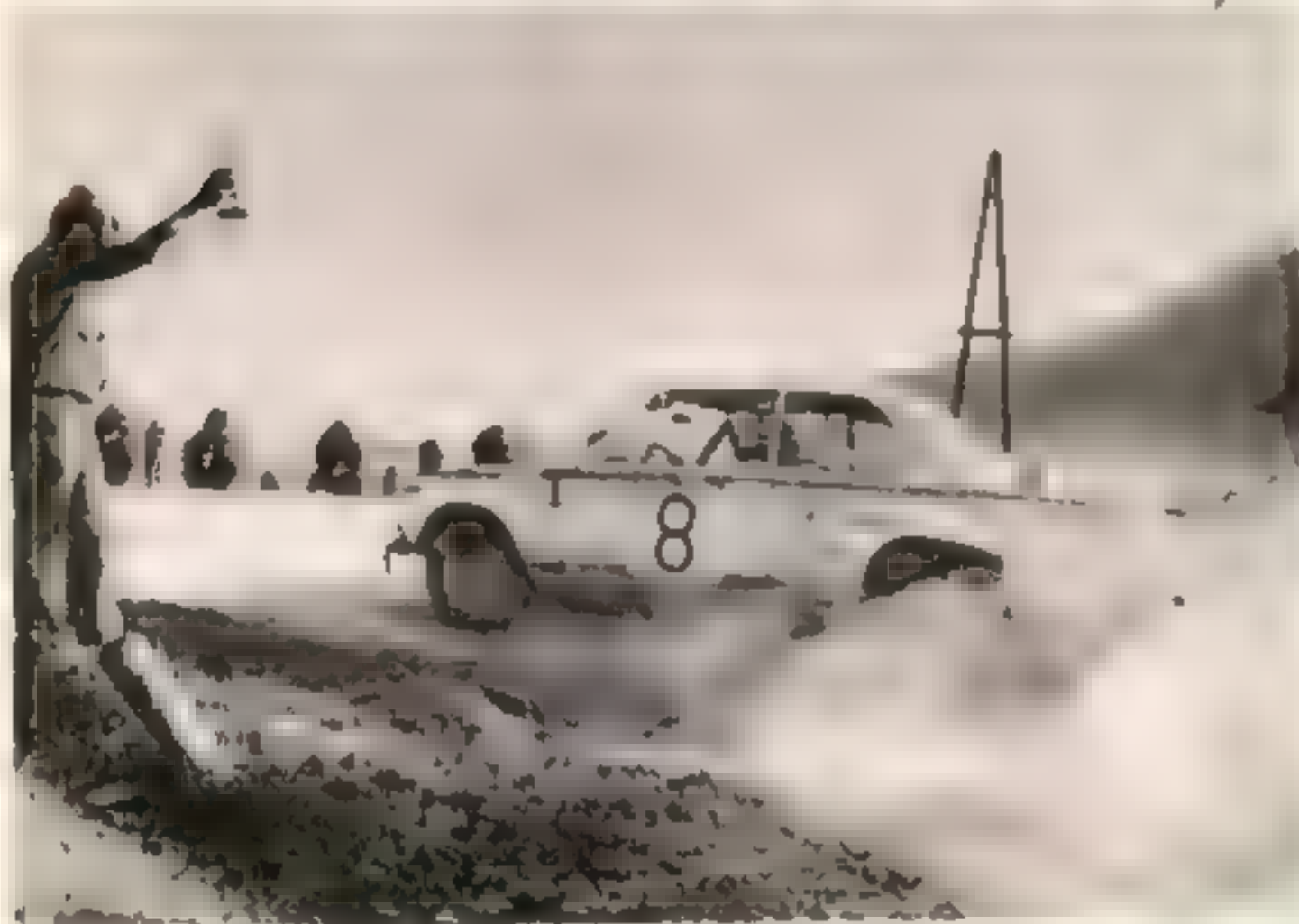
The next thing sounds much less important as it is just a question of some drivers trying to get road penalties cancelled at a control because a road was blocked, but it appears that the blocking was deliberate and the incident may blow up into something very large and serious. Again, I shall start with the organisers; to have given out a paper at the start which, far from defining the official route at this contested point, should have given the competitors *carte blanche* to go where they felt, is, I feel, the height of irresponsibility. What any organiser worth his salt would have done was to say that one road or the other was correct and then ensure that all drivers went the correct way. To me, this is so obvious that I am incredulous that anyone can think of doing otherwise in a World Championship Rally especially when the same organisers are prepared to exclude a driver for deviating from what they are proud to call "the official route." Where was the official route in this case?

Naturally, those drivers who got blocked by the car and lost time—Hakan Lindberg, Achim Warmbold and Ove Andersson—were most anxious to find out who could have blocked the road and why. It soon became apparent that the car, a Citroen GS, was one lent by Citroen Austria to a French journalist, Christian Vella of *L'Equipe*. When asked about it, he said that he had parked the car at the rest halt and it had been stolen. However, the organisers gradually came to hear of this and started, on Saturday afternoon, to question people more closely about the incident. Lindberg has now given a sworn statement to the OAMTC that he saw the team manager of Alpine, Jacques Chénissier, near the car when he arrived to find it blocking the road. Warmbold likewise says that he recognised Vella. The car has subsequently been found by the Austrian police at Vienna airport with the bodywork dented and the keys left in it.

The implications of this are widespread. The OAMTC have vowed to get to the bottom of the matter and should they find that Alpine were indeed responsible, it could go to the FIA and result in the two cars being excluded from the Austrian Alpine. It could even mean that the FIA would take Alpine's entrant's licence away and thus throw the whole question of the 1973 World Championship into the melting pot. On the other hand, Alpine may turn out to be blameless which would then cast a shameful doubt on the veracity of the other drivers involved.

My own view of the matter is this. Whoever blocked that road—and it is inescapable that someone did and with Vella's borrowed Citroen—may have done it believing that the official route was the other road and that the rally was forbidden to use the one that was blocked. The paper giving the amendment where it says that either road may be used was only given out at scrutineering and then only in English and German. In English, it says: "ZK 83—no passage control in this section, therefore, competitors are free to take one of the two roads at junction mentioned in road-book on page 29, km 14.68." That is not easy for an Englishman to understand so someone whose native tongue was neither German or English could have overlooked the freedom of choice given by the organisers. I feel that the most sensible thing for the organisers to have done was to cancel this section the moment that they learnt that there had been trouble in order to demonstrate firmly to whoever blocked the road, that such tactics do not pay.

This investigation is bound to cause a stink and lead to recriminations, most of them personal. It can only harm the sport of rallying as there is little chance of it being allowed to go on in camera, but if it stops any thought of similar pranks in the future, it will have done something good as well.



Good wishes for Achim Warmbold and Jean Todt's works BMW
The end of Rohrl's rally. Co-driver Jochen Berger (on left) looks doubtful—he was right.



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Engine: V6, 93.97 mm x 72.41 mm (2934 cc) Compression ratio 8.9 to 1. 142 bhp (net) at 5000 rpm. Pushrod-operated overhead valves. Weber twin-choke downdraught carburettor. Transmission: Single dry plate clutch 4-speed all-synchromesh gearbox with central change, ratios 1.0, 1.41, 1.95 and 3.16 to 1 Hypoid final drive, ratio 3.45 to 1

Chassis: Multi-tubular steel backbone chassis. Independent suspension front and rear by double wishbones, coil springs and Armstrong telescopic dampers Rack and pinion steering. Girling servo-assisted disc front and drum rear brakes. Aluminium alloy wheels fitted 185-14 HR red alloy tyres

Equipment: 12-volt lighting and starting. Speedometer, Rev counter Oil-pressure, water-temperature, and fuel gauges Voltmeter. Two-speed windscreen wipers and washers. Heating, demisting and ventilation system, with heated rear window. Reversing lights. Flashing direction indicators with hazard warning Cigar lighter Radio Sunshine roof

Dimensions: Wheelbase 7ft 6in. Track 4ft 6½in. Overall length 12ft 10in. Width 5ft 4in. Weight 1 ton approximately

Performance: Maximum speed 127 mph Speeds in gears Third 91 mph. Second 68 mph First 41 mph Standing quarter-mile, 16.2 s. Acceleration: 0-30 mph, 2.9 s. 0-50 mph, 5.8 s. 0-60 mph, 7.2 s. 0-80 mph, 14.2 s. 0-100 mph, 25.0 s Fuel consumption: 20-25 mpg

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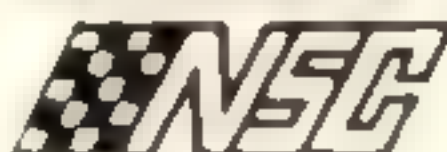
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Formula Ford final, lap 1 - Peter White's Pollster leads Alo Lawler, winner Stu Baird, Ed Wilcox, Ted Payne and Tim Rathmell.

AINTREE

Mather's BRM lap record

If this really was to be the last ever Aintree meeting (and this is by no means certain yet), it is perhaps fitting that the all time record for the club circuit will also belong to a Formula 1 car, for the full circuit has seen some memorable races for the premier formula in the past. The honour will belong to Kim Mather's BRM P153B which looked certain to win the last race of the day until a rod came through the block, robbing him not only of victory but also the Aintree Trophy which went instead to Jaguar driver John Pearson, giving his XK120 its last race of the season before taking over the VRM Elan. The beast celebrated by blowing a piston on its last lap! The ever-enthusiastic Aintree CC ran through a crowded nine-race programme with admirable efficiency in front of a moderate crowd in cool conditions. Let's hope the new purchasers of the land will be prepared to keep the track open for some time to come.

The recent growth of Formula Ford in the North West ensured two full grids for the heats qualifying for a final in which the prize was put up by Alo Lawler's L & B Excavations sponsors. The Royale driver seemed to want to win his own trophy for he was leading at the end of lap one from Ed Wilcox's moth-eaten Merlyn, this pair apparently breaking away from the hectic bunch behind. However, the pursuit was being led by Kevin Heskeith's Merlyn which brought with it the March of Ted Payne, Mike Wrigley's Merlyn, Tim Rathmell's Titan and Ego Ferguson's Nike. By half distance these seven cars were all in contention for the lead at once, the whole group trying to enter Country abreast. Two laps later, Heskeith deposed Lawler from his long spell in front but, with only one lap to go, the Stein Lager Merlyn spun at Club and fell to the back of the bunch. Lawler returned to the lead and won, while Payne snatched second at the last corner when Wilcox ran wide. Wrigley could have been fourth but spun at Club, elevating Ferguson and Rathmell who crossed the line together ahead of the spinning Merlyn.

The second heat was just as frenetic but involved fewer cars. Richard Hawkins set the tone by completing lap one with the Titan well and truly on the grass just holding off Stuart Baird's Merlyn, Peter White's Paliser and Terry Horrocks (Focus). Current form suggested Hawkins should win but Baird, his car set up a few days earlier by Cyd Williams, had other ideas and moved

ahead on lap four, quickly opening a gap. Hawkins lasted two laps in second before spinning behind White and Horrocks. The Focus then lost time round the back, but kept third because Hawkins was still in handling troubles with unscrubbed tyres and Dyffed Roberts had spun his Merlyn out of fourth at Country. White closed a little on Baird towards the end but was still 2 s adrift at the flag.

Excitement of a different kind was provided next by the full modsports grid out to show that this class of racing does not need any "quick" changes. For first overall the battle was between Brian Hough's TVR and John Pearson's XK120, the latter casting off a plug lead straightaway and running the whole race on five cylinders. Despite this Pearson harried the potent Tuscan all the way, coming so close on one lap that both cars waltzed all over the track in unison without either driver completely losing control, although judging by Pearson's expression as he passed the pits, it was a pretty close thing. On the last lap the Jaguar protested at the five-cylinder treatment and a piston collapsed, although second place and the championship were secure. John Evans was more determined than ever before to beat Jon Fletcher's Elan at a circuit which he likes and, after a brilliant start, the Ark Racing Elan did just that, Fletcher finding the brakes playing up as the race progressed which turned his one and only attempt at overtaking into a particularly hairy moment at the end of the Railway Straight. The 1300 cc class battle was probably the most desperate of the lot as Andrew Talbot's Spitfire came to grips with the Sprite of Tony Williams. To begin with the E-types of Brian Murphy and Dave Moore got in the way before falling back and letting the two tiddlers lap side by side, which both drivers thought was a huge joke! Williams was less amused a lap later when he spun the Sprite at Club, Talbot dodging him deftly to go on and win the class.

The clubman's race lost most of its interest within the first half lap. Fastest in practice, Vernon Davies had his Stiff UZ's gearbox expire on the drag to the first corner while Frank Sytner's similar car broke a half-shaft at Beechers. Stuart Glass went ahead to a comfortable win in his Gryphon with Malcolm Jackson's BGL close and the only other car unlapped after Peter Cook had spun his UZ at Club when the brakes failed. The Welshman continued to

take third. Derek Walker, as at Oulton, fell foul of a spinning car on the first lap before resuming to take a new class record in Ladybird. He then spun again and deeded the old girl's nose at Country which put an end to their race.

Chris Meek was a totally expected winner of the Brook Hira special saloon race in Princess Ita's Escort BDG, the Leeds property dealer leaping all but Tony Sugden in the Brook Hira Escort TC. Meek drove with his usual panache and reduced his own lap record by 1.6 s. In the unexplained absence of John Chappel, Gerry Gough won the 1300 class in his Cooper S while Denis Welch's Anglia 1/6 took a forceful fourth. Best battle of the race involved the 1-litre cars of Nick Birch (Imp), Peter Cartledge (A40-SCA) and Lionel Dickson (Cooper S). The Chrysler product retired with a broken camshaft while the splendid A40 came home fifth to win the class as the ex-Ken Walker car of Dickson wilted near the end.

The Sports GT race was sponsored with real money by B. & K. Motors which was a good way of ensuring a reasonable grid, bearing in mind that most Motoring News rounds pay nothing at all. Peter Smith's long-distance Chevron B21 lost its best FVC in practice when the jackshaft broke, but the "knackered" substitute was good enough for a win and class record, although John Blanckley drove his Scorpion briskly and was never far behind, taking the 1600 class and lap record by a fair margin from Frank Aston's Astra. Lynden Thorne's Aldon sustained a broken metering unit belt on the first lap which opened up the 1300 class to Les Aylott's Ardua Mk 3 and Mark Cole's Sturdge's. Cole had persuaded his employer, Hot Car magazine, to present a trophy to the winner of this class and seemed determined to take it back to them. However, after a splendid struggle the aviating Aylott won the pot.

Carefully retreating to a safe distance, we watched the 16 FFs pour into Country for their final where much nerving only removed one nosecone, that of Mike Wrigley, who retired under the black flag a few laps later. White, Lawler and Baird seemed to have that little extra which enabled them to open up a slight advantage almost at once with White in front, at least when they passed us! At Club on lap two Lawler lost his nosecone but this seemed to slow him, on the straight at least, not at all and he took the lead from the Paliser on lap five. Wilcox had by now caught up and White found himself being elbowed down to fourth. Baird was driving a heady race, keeping out of trouble and waiting his chance against Lawler's powerful Royale. On the last lap he towed his way past Lawler on Railway Straight and took a nice line round Club to win by 0.4 s as Lawler became very crossed up and only just kept ahead of White. Wilcox's home made air box sucked in some rubbish during the battle and this caused him to drop back without losing fourth place. After Horrocks had spun on the last lap, Payne's March took fifth by 0.2 s from Rathmell. Hawkins retired early on after another spin, still unhappy with the Titan's handling while Heskeith was another to spin, although he eventually finished two laps behind.

Although regular Mexico Challenge prize money was offered, the organisers were badly let down by the Mexico circus and only 10 cars turned up. After practice a good race looked likely because Barrie Williams, Nick Weir and Neil McGrath were all equal fastest but the ebullient Williams was never in the running in the race, although he outdrove the rest. McGrath's G1 car, having its first Mexico race and running unapproved Torinos, led Weir by a bumper for six laps before the latter found a way past at Club. McGrath was ahead again a lap later but Weir had another go the next time round. It looked like a good move but he was going too fast and spun into the long grass, from which he was not extricated until five cars had passed. So McGrath won from a grin.

Continued on page 51

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Doubles for Lucas and Salmon

Charles Lucas and Mike Salmon scored victory doubles at AMOC's damp Castle Combe meeting last Saturday. Salmon, driving Viscount Downe's famous La Mans Aston Martin Project 212, had walk-away wins and while Lucas had little bother in taking Lord Hesketh's Birdcage Maserati to win, he was challenged when at the wheel of Nigel Sheffield's Ferrari 270 LM in the exciting Aston Martin-sponsored historic race by Tony Walker in Philip Dowell's Ferrari 330 LM. Two small fields marred some of the races, this particularly afflicting the Daily Mirror historic racing car event which provided a pleasing and comfortable win for Peter Walker's ERA.

Heavy morning rain had gradually cleared away when the marvellous front row lined up for the Bob Owen Trophy post-historic race, comprising Charles Lucas' Maserati Tipo 61, Philip Dowell's Ferrari 250 LM and Mike Salmon's Project 212 Aston. With the track drying, Dowell, a west country farmer who has a large collection of exotic cars, took the ex-Filipinetti 250 LM into the lead for one lap before Lucas moved ahead approaching Quarry for the second time. Rain at half distance enabled Luke to perform a little more sideways motoring as he convincingly domi-

nated the race. Malcolm Clube's McLaren M1C took over second place from Dowell with Salmon challenging hard too, but Dowell spun at Old Paddock on the third lap sending the rear body section back and he retired, leaving Clube to pull ahead of Salmon. Robin Hamilton drove his ex-Ernie Miller Aston Martin DB4GT most enthusiastically into fourth place clearly pulling away from Roger St John Hart's DB4GT Zagato when the rain started, and on the eighth lap Hart dropped behind Anthony Hutton who was giving his ex-St John McLaren M1A its first outing and had come through the field from the back row 10s mark. Bill Nicholson's MGB retired with its windscreen smeared with oil when in sixth place and two other notable retirements were Bob Owen's ex-Simone La Mans Maserati 151 65 with overheating and Clive Doyle's ex-Pierpoint Artita-Chevrolet M1 38 with engine trouble.

Rain also fell midway through the Cussons Classic GT race, which seemed to benefit race leader Mike Salmon in Project 212. Salmon took the lead from Bill Nicholson's MGB into Quarry for the first time and quickly pulled away while Anthony Hutton carefully brought the famous Mirage GT40 into second place from the back row of the grid but it was not



McLennan leads Giusti at Castle Combe

until the last lap that Hutton closed the gap on Salmon to within a second. Peter Walker's ex-Protheroe 4.2 E-type finished a distant third from Hamilton's DB4GT, leaving fifth place to John Carden's lightweight E-type which got the better of Nick Cussons' sliing Aston DB4GT Zagato on the last corner, Cussons having come from the back row 10s mark and then having the engine go sick near the end. Nicholson was penalised a minute for his start but he dropped to seventh anyway and his penalty dropped him a further place behind the GT40 of Steven Smith.

John Venables-Llewellyn's ERA R4A was missing from the front row of the Commercial Air Challenge pre-1940 historic racing event, when a plug came flying out in practice leaving the race battle between Hon Patrick Lindsay's ERA Remus and Frank Lockhart's 3-litre Rover Special. Lockhart and Lindsay dived out the first lap in excellent style before Lindsay asserted his authority on the second lap; but after seeming to have the race sewn up, Lindsay slowed at half distance to retire with a holed piston and broken gearbox. Lockhart had no opposition then to win as he pleased from Peter Walker's ERA R9B which pulled away by dint of some very determined motoring, from Chris Mann's glorious Alfa Romeo Monza and Colin Readey's famous Riley TT Sprite.

The Aston v Jaguar challenge race was another benefit for Salmon's Aston, leading from start to finish although he expressed concern at the end of the race about the lack of tread on his front tyres—a matter which removed him from the grid in the last race. Peter Walker's E-type led the chase before Martin Morris' beautiful D-type OKV 3 recovered from 12th on the first lap to challenge Walker at half-distance. After a moment at Quarry Walker went off at Tower on the sixth lap, leaving Morris in a comfortable second place. John Carden's lightweight E took command of the third place dispute on the eighth lap, leaving Robin Hamilton's DB4GT to narrowly hold off Brian Joscelyne's glorious Aston DBR1, which had quite a moment at Camp on the first lap when Richard Williams' Aston DB4GT suddenly pulled off in front of it. Cussons again did well to work up to seventh from the back row and despite a misfiring engine, he managed to get by St John Hart's similar Zagato on the last lap for sixth position.

The seven-lap vintage and venerable race produced a thrilling dice for the lead between Simon Phillips' BMW 328, Glyn Giusti's Shorrocks blown MG TB and Andy McLennan's MG N type. Formula 1 Shadow assistant team manager McLennan took until the third lap before getting to the front in most spectacular fashion, leaving Giusti to challenge Phillips but sadly, on the fourth lap, Phillips rolled the BMW at Tower. He was thrown out and suffered a broken collarbone and abrasions so that the rest of the race was run under white flags. But, simultaneously, McLennan came under great pressure from Giusti until the last lap when Giusti expired with a smokey engine at Old Paddock. McLennan therefore was left with a comfortable victory over Terry Rogers' 2-litre AC Magna Special which was nearly caught on the last lap by the very close Dennis Barbet's Riley 9 Sports and Dermot Reynolds' MG J-type.



Chris Meek — Aintree saloon winner

AINTREE CONTINUED

ning Williams whose challengers disappeared with two laps to go when Gordon Bruce, in Simon Taylor's Tricentral car, spun and Gordon Rigby lost time avoiding him.

The first race of the day to suffer rain was the last. A short shower sent half the field scurrying for wets just before the start but the rain stopped as quickly as it had begun and they returned on slicks except Bill Wood who retired his Surtees TS11 after a few laps with the tyres wearing themselves out. Kim Mather tore off into the lead in the F1 car and looked all set to consolidate his position as the BRM driver with the most wins this season. Alas, the old engine gave up at half distance and Mather pulled off at Club, leaving a pool of oil on which Brian Claxton spun. Vin Maikie's Chevron B1, colliding with the rear of the BRM gently, and doing a little damage. Jim Crawford took over in his "works" Formula Atlantic Chevron B25 and won convincingly from Brian Martin's Martin BM12 from the same formula. Martin had spun his car at Club on lap 6, losing several places, all of which he regained before the end, passing Jim Charnock's Brabham BT30 with a lap to go.

IAN TITCHMARSH

Formula Ford, Heat 3 (12 laps): 1. A. v. Lower (Ray), 12 m 00 s, 95.83 mph; 2. Ted Payne (March), 12 m 01 s, 95.83 mph; 3. Ed W. Lee (March), 12 m 02 s, 95.83 mph; 4. Ed W. Lee (March), 12 m 03 s, 95.83 mph; 5. Ed W. Lee (March), 12 m 04 s, 95.83 mph; 6. Ed W. Lee (March), 12 m 05 s, 95.83 mph; 7. Ed W. Lee (March), 12 m 06 s, 95.83 mph; 8. Ed W. Lee (March), 12 m 07 s, 95.83 mph; 9. Ed W. Lee (March), 12 m 08 s, 95.83 mph; 10. Ed W. Lee (March), 12 m 09 s, 95.83 mph; 11. Ed W. Lee (March), 12 m 10 s, 95.83 mph; 12. Ed W. Lee (March), 12 m 11 s, 95.83 mph.

Formula Ford, Heat 2 (12 laps): 1. Stuart Baird (March), 12 m 00 s, 95.83 mph; 2. Peter White (March), 12 m 01 s, 95.83 mph; 3. Terry H. (March), 12 m 02 s, 95.83 mph; 4. Terry H. (March), 12 m 03 s, 95.83 mph; 5. Terry H. (March), 12 m 04 s, 95.83 mph; 6. Terry H. (March), 12 m 05 s, 95.83 mph; 7. Terry H. (March), 12 m 06 s, 95.83 mph; 8. Terry H. (March), 12 m 07 s, 95.83 mph; 9. Terry H. (March), 12 m 08 s, 95.83 mph; 10. Terry H. (March), 12 m 09 s, 95.83 mph; 11. Terry H. (March), 12 m 10 s, 95.83 mph; 12. Terry H. (March), 12 m 11 s, 95.83 mph.

Over 2000 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 1000 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 500 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 250 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 100 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 50 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 25 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 10 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 5 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 2 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 1 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 0.5 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 0.2 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 0.1 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 0.05 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 0.02 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

Over 0.01 cc class: 1. Hough, 85.71 mph; 2. Pearson, 85.71 mph; 3. Hough, 85.71 mph; 4. Pearson, 85.71 mph; 5. Hough, 85.71 mph; 6. Pearson, 85.71 mph; 7. Hough, 85.71 mph; 8. Pearson, 85.71 mph; 9. Hough, 85.71 mph; 10. Pearson, 85.71 mph; 11. Hough, 85.71 mph; 12. Pearson, 85.71 mph.

lock U2 Mk 11B established a new clubmen's lap record, while Eddie Labinjah in third place with the Fisher 1100 Spyder, equaled his own lap record. This left Johnny Blades in the Clan Crusader with fourth place.

The fibre race was a storming victory (earn him the Man of the Meeting Award) for Aberdeen driver Bob Lackie. He led in his 1830cc Brabham BT36 throughout, pulling clear of John Blades (Lotus 69 BDF) who was worried by his gearing, and Ian McLaren (1790 Brabham BT36). John Barr has at last got his Lotus 88 FA sorted and held a fine fourth place despite the urgent attentions of Irishman Walter Kinnear who had brought his Lotus 88 FVA for its first appearance at Inghisdon. Doug Thomson's Ecosse Imp fought and won against Kenny Allen (Chevron B15) and Joe Appiegarth's Brabham BT23C for sixth. Andrew Jeffrey (Elden Mk 10) led the Formula Fords section which lost Peter Morrison when his Crossle 20F took charge at the Hairpin.

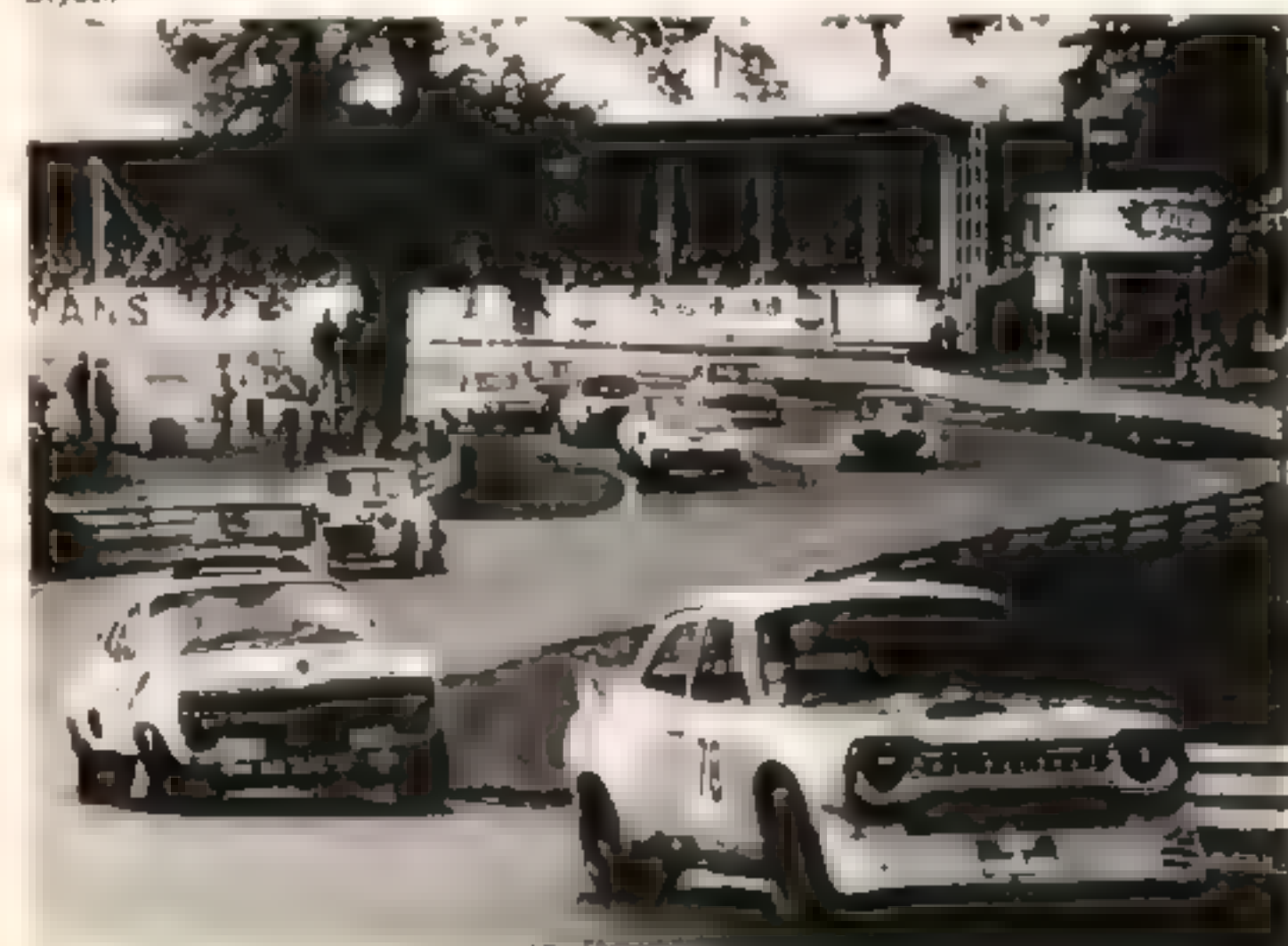
The final for the Dicksons of Perth saloon Trophy found Bill Dryden from the back of the grid, hammer the SMT Firenze into fourth place at the end of lap one. He took second from the battling Paterson and Jim Dryden, next time round and then the lead as the Celtic Homes Boss Escort went out on lap seven trailing a smoke cloud. Next to go sick was the Colvend Mini, which was overwhelmed by Ian Forrest (Imp) and Dickson's Imp well ahead of Duncan Fisher's Imp.

By far the most entertaining production car event followed over 10 laps—by courtesy of the efforts of Graham and Jennifer Birrell in the Halesfield Motors Simca Rallye, against the Avenger Tiger driven by Andrew Jeffrey of FF fame in their fourth place squabble. Up front was the Alfa Romeo 2000 GTV of Eddie Labinjah making a new class lap record, while Douglas Bailie howled the Michelins of his BMW 2002 Ti, having taken Tony Charnell's Simca Rallye 1. Jeffrey eventually got the better of Jenny and Graham while some way behind Nial Molloy hurled his Toyota Corolla ST at all angles to keep ahead of Ian Smith's windscreen-less Rallye 1.

The final event was a handicap, as an experiment, with the first two finishers from the Modsports, small saloons, B15 saloons, production saloons and special GT races invited to take part. It appeared that more cars turned out than required, causing some heated protests from disallowed drivers. The event provided the Chevron Gropa of Tony Charnell with another victory ahead of Bill Dryden (Firenze) and John Absalom (Ginetta G4).

BILL HENDERSON

Doug Niven leads a saloon heat from Bill Dryden and the Minis of Eric Paterson and Jim Dryden



Modified Sports Cars (12 laps) 1 Mike Nugent 1.8 Lotus Ean 3 m 57.0 s 67.73 mph 2 John Dossan 1.8 Ginetta G4 3 m 52.2 s 3 Jon B. Fisher 1.8 Lotus Ean 3 m 20.0 s 4 Don Manton 1.8 Lotus Ean 3 m 2.0 s 5 Fastest lap Absalom 32.8 s 70.3 mph (new class lap record)
Over 1:50 44 1 Nugent 2 Absalom 3 Fischer 4 Manton
Up to 1:58 44 1 Dave Rutherford 1.247 Austin Healey Sprite Mk 1 2 R. F. Foster Smith 1.6 Ginetta G4 3 3 G. A. M. 1.6 1.40 MG Midget 4 Kenny Snade MG Midget 1.6 Fastest lap Rutherford 58.8 s 63.76 mph

Dickson's of Perth Trophy Race (12 laps, base one) 1 N. man Dickson 1.8 Sunbeam 11 m 44.0 s 63.70 mph 2 B. Dossan 1.8 11 m 44.0 s 63.70 mph 3 John Barr 1.8 11 m 50.8 s 62.6 s 4 Ian McLaren 1.8 11 m 56.8 s 61.4 s 5 Fastest lap Dickson 57.2 s 64.83 mph

Tesaco Trophy Race for Formula Ford (12 laps) 1 S. L. Amazon 1.8 11 m 43.0 s 67.31 mph 2 Norman J. Barr 1.8 11 m 15.8 s 3 Andrew Jeffrey 1.8 11 m 16.8 s 4 Graham Hamilton 1.8 11 m 17.8 s 5 Fastest lap Lewis 11 m 43.0 s

Dickson's of Perth Trophy Race (12 laps) Heat two for Special Saloons over 1800 cc 1 Douglas Niven 3.2 Ford Barchin 1.8 11 m 18.0 s 66.02 mph 2 Jim Dryden 1.8 11 m 18.0 s 66.02 mph 3 E. C. Paterson 1.8 11 m 24.8 s 60.48 mph 4 Colin Simpson 1.8 11 m 24.8 s 60.48 mph
Over 1:30 44 1 Niven 2 Simpson 3 Dryden 4 Paterson 5 Colin Simpson 6 1.8 11 m 24.8 s 60.48 mph

Special GT Sports and Clubman Cars (12 laps) 1 Tony Charnell 1.8 Chevron B15 11 m 25.4 s 70.67 mph 2 Mike Rana 1.8 11 m 25.4 s 70.67 mph 3 Eddie Labinjah 1.8 11 m 25.4 s 70.67 mph 4 John Blades 1.8 11 m 25.4 s 70.67 mph

Over 1:50 44 1 Charnell 2 D. Manton 3 Lotus Ean 4 A. H. M. 5 1.8 11 m 25.4 s 70.67 mph 6 B. W. Wood 1.8 11 m 25.4 s 70.67 mph 7 MG Midget 1.8 11 m 25.4 s 70.67 mph 8 Fastest lap Charnell 51.0 s 72.9 mph

Up to 1:58 44 1 Labinjah 2 Blades 3 Dave Rutherford 1.8 11 m 25.4 s 70.67 mph 4 Reg Forrester 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Labinjah 51.0 s 72.9 mph

Clubmen's (12 laps) 1 M. Rana 1.8 11 m 25.4 s 70.67 mph 2 Peter MacNaughton 1.8 11 m 25.4 s 70.67 mph 3 J. Barr 1.8 11 m 25.4 s 70.67 mph 4 M. A. 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Rana 51.0 s 72.9 mph

Libra Cars Calder Millfield Trophy Race (15 laps) 1 Bob Carr 1.8 11 m 25.4 s 70.67 mph 2 John Barr 1.8 11 m 25.4 s 70.67 mph 3 Ian McLaren 1.8 11 m 25.4 s 70.67 mph 4 John Barr 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Carr 51.0 s 72.9 mph

Dickson's of Perth Trophy Race for Special Saloons (15 laps) 1 B. Dryden 1.8 11 m 25.4 s 70.67 mph 2 J. M. Dryden 1.8 11 m 25.4 s 70.67 mph 3 E. C. Paterson 1.8 11 m 25.4 s 70.67 mph 4 Colin Simpson 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Dryden 51.0 s 72.9 mph

Over 1:30 44 1 B. Dryden 2 Colin Simpson 3 B. Rana 1.8 11 m 25.4 s 70.67 mph 4 Douglas Niven 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Dryden 51.0 s 72.9 mph

Up to 1:30 44 1 B. Dryden 2 E. C. Paterson 3 M. A. 1.8 11 m 25.4 s 70.67 mph 4 Ian Roper 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Paterson 51.0 s 72.9 mph

Production Saloons (10 laps) 1 Eddie Labinjah 1.8 11 m 25.4 s 70.67 mph 2 Douglas Bailie 1.8 11 m 25.4 s 70.67 mph 3 Tony Charnell 1.8 11 m 25.4 s 70.67 mph 4 Andrew Jeffrey 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Labinjah 51.0 s 72.9 mph

Up to 1:30 44 1 Charnell 2 Jennifer Birrell 3 M. A. 1.8 11 m 25.4 s 70.67 mph 4 B. W. Wood 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Charnell 51.0 s 72.9 mph

Handicap (12 laps) 1 Tony Charnell 1.8 11 m 25.4 s 70.67 mph 2 B. W. Wood 1.8 11 m 25.4 s 70.67 mph 3 John Absalom 1.8 11 m 25.4 s 70.67 mph 4 Eddie Labinjah 1.8 11 m 25.4 s 70.67 mph 5 Fastest lap Charnell 51.0 s 72.9 mph

SILVERSTONE

Packed programme

At their annual Silverstone meeting last Saturday the Peterborough MC as usual crammed many races into the afternoon. Unfortunately the races failed to attract very healthy grids or provide very exciting racing. Fastest race of the day was predictably the fibre which Jim Moore won in his Fads Homocore McLaren M10B whilst the most exciting race was for modified sports cars, in which Bob Mescham scored a victory for Forward Engineering in their 4.4 Jaguar E-type.

The first of two saloon races (the Paddy Hopkirk Trophy) opened the day's sport and with Tony Strawson's Car Accessory Shops Boss Capri on pole the winner was not in any real doubt. Strawson pulled away without having to really extend himself to be a clear winner from the flying Mini of Eric Smith. A look at the BDA-based power unit in Smith's car revealed why it easily outpaced the rest of the field. Gerry Taylor came in third overall and first 1-litre car with the Swish Anglia. Trevor Clapton's similar GMG Anglia was lapped in fourth place and pursued all the way by the 850 class winner Charles Bernstein.

The George Reid Shield race was a round of the F1200 championship and pole man Mike Taylor in Tetranychus Tetrarius Mk 3 had an untroubled win as no one could stay with him. Second throughout was Tim Gath (U2) who as a result has brought himself back into contention for the Vandervell Award. The best dice was for third place between Cooper's Hair Super Star Special, Chris Conrad (ONC Mk 4), Hudson's Lancia and Mike Mansell's Toucan Hudson spun at Woodcote on lap five and dropped out of contention leaving Cooper to take the place from Mansell and Conrad.

The small clubmen's entry was combined with a feeble four-car Sports GT entry for a race comprising only 12 cars. What a pity John Jordan who was present with his McLaren had not entered to liven up the proceedings! Robert Glass (U2 Mk 11B) led away chased by Peter Andrews's Bradshaw Plant-entered Marlin BM10, Richard Groombridge (Hustler CF3A) and Alex Ferrada (U2 Mk 11B). On lap four Andrews outbraked Glass coming into Woodcote; Glass, not to be outdone, locked up all his wheels trying to stay ahead and went straight on luckily without doing any damage. This left Andrews leading easily from the battling Ferrada and Groombridge who had now been joined by Caldwell Smythe (Gryphon C73) who had come through from the 10 s penalty. Andrews went on to win whilst Smythe took a fine second place from Ferrada as Groombridge had a moment at Becketts on the last lap.

A field almost identical to the first race came out for the second special saloon thrash for the Murkett Trophy. The race was another walkover for Tony Strawson as Tony Harte's Df remained in the paddock for both races which was the only combination which could have challenged "Strawberry." Eric Smith was again second, even John Robinson's demon 1.3 BDA Escort not being able to stay with the similarly powered Mini. Peter Bennett's Anglia was next up ahead of Gerry Taylor who scored another class win, this time after a race-long duel with Richard Long's similar Anglia.

The Sta Power Monoposto round was much more exciting as Brian Jordan (Nike MC) led away chased by championship leader Trevor Scarratt (Brabham BT18). Scarratt got past after one lap but Jordan never relaxed his pressure trying to pass but never managing to lead over the start-finish line. At the end Scarratt won by a mere 0.4 s. John Muller's Lotus 35 held third place early on but an indiscretion after six laps dropped him down the field allowing his constant shadow John Davies (Brabham BT15/21) up to third spot well clear of John Boughton (BT18) who



Mike King clobbers a marker

SILVERSTONE CONTINUED

pulled a little clear of the battling Bruce West (Brabham) and Brian Toft (Anco) as the race progressed. George Dudley (Lotus 22) was only just lapped on his way to victory in the 1-litre class.

Although they are always guaranteed to attract a good field the Formula Fords did not provide a good battle for the lead. Mike King's high airbox Lola T340 chased John Murphy's Tricentral Hawke DL10 for the opening laps but Murphy soon pulled away to win by 4.2 s from King who was equally clear of Alan Cienneil's Alexis Mk 16. The first decent dice was for fourth spot between

Rich Bacon (Merlyn Mk 11A), Lou de Marco (Merlyn Mk 20A), Graham Elkington (Royale RP16) and Dave Lowe's Lotus 61. After much swapping of places Elkington forged his way to the front just managing to slice in front of Bacon in a cracking finish. De Marco was close behind while Lowe fell behind at the finish.

The Low Cost Formula 4 round attracted a small field allegedly because of a clash with a Brands race the next day. Following the retirement of Fergus Tait (Brabham BT15/17) with engine maladies, John Webb led easily in his Chevron B9 from Dave Griffiths's Vixen, Maurice Ogier's Brabham BT28 and Gavin Hooper (Lotus).

The entry of 750 Formula cars was large enough for two races and in the first one the current man to beat Robin Smyth in his mid-engined supercharged Warren motored off pole position and simply left the field in a display of superiority. In equally lonely second and third places were Mike Whitley (Marum) and Steve Edmonds (Special) who led a fine battle for fourth place. The order on lap one was Rodney Hill (Mystic), Rob Wells (Libra Motive) and Ian Bates (Reliant Special). After much position swapping throughout the race the cars finished in that order covered by only 0.8 s.

About the most exciting race was for modoparis although the battles were not amongst the leaders but in the midfield where some hairy dicing took place. With no Brian Hough present Bob Meacham was not troubled and he easily won the Paddy Wright Trophy from the two Elans of Max Payne and Bob Eccles who had been close in the early laps although Payne pulled away towards the end. Following the early demise of John Dudley (Marcos GT) and David Tomlinson (Elva Courier) with mechanical maladies Brian Lambert was left a clear path to take fourth and the small class win again ahead of David Blackwell whose 1275 Sprite was first Spridget home. It was after these five that the battles commenced. Next up were the battling 1150 Spridgets of Andy Bailey and Mike Donovan. Donovan never managed to pass Bailey's frog-eyed device which is quicker in a straight line but tried very hard in the corners, the two avoiding contact narrowly on many occasions. These two were followed by three more duets of battling Spridgets which provided much entertainment led by Richard Gamble versus Chris Westell and Ed Thacker versus Adrian Tilbury, whilst the last of the three battles was won by John Philip.

Next out was the second bunch of 750s and it provided a 1-2 for JGS with Geoff Smith leading all the way in his JGS Mk 3 by a narrow margin from John Giles Mk 2 version although Giles never looked like getting past. A fine dice for second place between Tim Green (Time Mk 2) and John Richardson's DNC resulted in Green spinning in Woodcote on the last lap after trying a demon out-braking manoeuvre. Similarly Mike Chittenden spun Libra Motive while trying to pass Ian Miller's DNC for fifth place and dropped behind ex-champion Stuart Gerrell before recovering.

The meeting was closed with the Jaybrand Libre race and with the McLaren of Jim Moore (ex-Prophet M108) and John Jordan (familiar M68) on the front row, an exciting race was in prospect. Moore led away and looked in command as the two motored in close company for five laps before Jordan's car started misfiring and cutting out, resulting in a pit-stop and eventual retirement. This left Moore an easy winner from Ray Mallock who was having an impressive outing in a U2 Mk 12 and kept the clubman's car well clear of the battling single-seaters of Chris Choat (Brabham BT30) and Bryan Small (Tecno 3/68). Small led briefly in mid-race but Choat fought back and pulled away slightly on the last lap. The only other driver left unlapped was Alex Seldon who brought his Brabham BT30/36 into fifth place ahead of the battling FFs of Dave Lowe (Lotus 61), Don Smith (Merlyn Mk 20A) and Jim Wickiser (Elden Mk 10).

PETER RICHINGS



Jordan leads Battle (35) and Scarratt in the Monoposto race (above), 750 exponents Rod Hill (174) and Rob Wells (162) battle out fourth place (below)



Special Saloons (10 laps) Overall: 1. Tony Strawnson (47 Ford Capri) 10 m 54.0 s, 88.74 mph. 2. Eric Smith (13 Mini 80A) 11 m 06.8 s, 85.33 mph. 3. John Robinson (10 Ford Anglia) 11 m 54.6 s, 84.4 mph. 4. Trevor Clapton (10 Ford Anglia) 11 m 04.8 s.

Up to 850 cc: 1. Charles Bernstein (850 Mini) 77.57 mph. 2. Richard Baicker (850 Mini) 77.57 mph. 3. Maurice Cary (850 Mini) 77.57 mph. 4. Bernard, 77.57 mph.

851-1000 cc: 1. Taylor (80 83 mph) 2. Clapton 3. 94.44 mph. 4. Kirby 4.0 mph. Fastest lap: Taylor 1 m 10.4 s, 91.94 mph.

1001-1300 cc: 1. Smith, 84.92 mph. 2. Pauline Richardson (13 Cooper S) No other finishers. Fastest lap: Paul Taylor (Cooper S) 1 m 03.4 s, 91.02 mph.

Over 1300 cc: 1. Strawnson 2. Mike Wooley 3. 6 Ford Escort. No other finishers. Fastest lap: Strawnson, 1 m 01.6 s, 93.97 mph.

Formula 1200 (10 laps) 1. Mike Taylor (Tetranychus Tetranych Mk 3) 10 m 35.2 s, 86.35 mph. 2. Tim Gush (U2) 11 m 14.4 s, 83.3 mph. 3. H. Cooper (Haw Super Star Spec) 11 m 34.8 s, 81.4 mph. 4. Mike Mansell (Toucan) 11 m 34.8 s, 81.4 mph. 5. Chris Conrad (DNC Mk 4) 11 m 34.8 s, 81.4 mph. 6. Chris Brimow (Aan 3C) 11 m 42.4 s. Fastest lap: Taylor 1 m 4.4 s, 89.89 mph.

Clubmans and Sports GT cars (10 laps) Overall: 1. Peter Andrews (16 Marun BM10) 10 m 11.4 s, 94.68 mph. 2. Caldwell Smythe (14 Gryphon C75) 10 m 28.2 s, 87.2 mph. 3. Alex Ferrada (16 U2 Mk 1.8) 10 m 30.2 s, 86.4 mph. 4. Richard Groombridge (14 Mustang CFA) 10 m 30.2 s, 86.4 mph. Clubmans up to 1000 cc: 1. Martin Young (1.0 U2 Mk 1.8) 10 m 34.4 s, 87.79 mph. No other finishers. Fastest lap: Young 1 m 4.8 s, 89.33 mph.

Clubmans 1001-1300 cc: 1. Smythe, 84.14 mph. 2. Ferrada 3. Groombridge. Fastest lap: Robert Gaze (1.4 U2 Mk 1.8) 54.4 s, 97.45 mph.

Sports GT up to 1150 cc: 1. Mike Donovan (11 MG Midget) 80.55 mph. 2. Peter Ritchie (11 MG Midget) 80.55 mph. No other starters. Fastest lap: Donovan, 1 m 10.0 s, 82.70 mph.

Sports GT over 1150 cc: 1. Andrews 2. Dickie Macalife (16 Lotus 23C) Fastest lap: Andrews, 54.2 s, 97.74 mph.

Special Saloons (10 laps) Overall: 1. Tony Strawnson (47 Ford Capri) 10 m 28.4 s, 97.33 mph. 2. Eric Smith (13 Mini 80A) 10 m 38.6 s, 93.33 mph. 3. John Robinson (10 Ford Anglia) 11 m 41.2 s, 89.4 mph. 4. Peter Bennett (16 Ford Anglia) 11 m 41.2 s, 89.4 mph.

Up to 1000 cc: 1. Gerry Taylor (10 Ford Anglia) 83.04 mph. 2. Richard Long (10 Ford Anglia) 83.04 mph. 3. Andy Preston (Cooper) Fastest lap: Taylor, 1 m 8.0 s, 85.2 mph.

1001-1300 cc: 1. Smith, 87.67 mph. 2. Robinson 3. Pauline Richardson (Cooper S) Fastest lap: Robinson, 1 m 4.4 s, 95.84 mph.

1301-2000 cc: 1. Bennett, 83.73 mph. 2. Chris Roberts (17 Alfa Romeo) 3. Mike Wooley (16 Ford Escort) Fastest lap: Bennett, 1 m 7.8 s, 85.38 mph.

Over 2000 cc: 1. Strawnson No other starters. Fastest lap: Strawnson 1 m 00.2 s, 96.16 mph.

1001-1000 cc: 1. Trevor Scarratt (16 Brabham BT16) 10 m 01.0 s, 96.32 mph. 2. Brian Jordan (16 Nike MK) 10 m 01.4 s, 95.33 mph. 3. John Dwyer (16 Brabham BT16) 10 m 10.2 s, 84.4 mph. 4. John Boughton (6 Brabham BT16) 10 m 27.6 s. Fastest lap: Scarratt and Jordan 34.8 s, 98.43 mph.

Up to 1000 cc: 1. George Dudley (10 Lotus 22) 83.86 mph. 2. E. Hooper (10 Lotus 22) 83.86 mph. 3. R. Laughlin (10 Brabham BT16) Fastest lap: Dudley and Hooper, 1 m 4.0 s, 97.71 mph.

Formula Ford (10 laps) 1. John Murphy (Hawke DL17) 10 m 46.2 s, 89.56 mph. 2. Mike King (Lola T340) 10 m 50.4 s, 87.2 mph. 3. Alan Cienneil (Alexis Mk 16) 10 m 54.0 s, 85.4 mph. 4. Graham Elkington (Royale RP16) 11 m 00.8 s, 83.4 mph. 5. Rich Bacon (Merlyn Mk 11A) 11 m 01.0 s, 83.4 mph. 6. Lou de Marco (Merlyn Mk 20A) Fastest lap: Murphy 1 m 3.8 s, 90.73 mph.

Formula Ford (10 laps) 1. John Webb (Chevron B9) 10 m 54.2 s, 87.82 mph. 2. Dave Griffiths (Vixen) 11 m 04.0 s, 85.4 mph. 3. Maurice Ogier (Brabham BT28) 11 m 09.4 s, 83.4 mph. 4. Gavin Hooper (Lotus) 11 m 14.8 s, 81.4 mph. 5. Gerni Hyatt March 713M 11 m 42.4 s, 81.4 mph. 6. Ken Jones (Owen) Fastest lap: Webb and Griffiths 10 m 54.2 s, 87.82 mph.

750 Formula (10 laps) 1. Robin Smyth (Warren) 12 m 57.4 s, 74.95 mph. 2. Mike Whitley (Marum) 13 m 08.2 s, 73.4 mph. 3. Steve Edmonds (Special) 13 m 26.4 s, 70.4 mph. 4. Rob Wells (Libra Motive) 13 m 26.4 s, 70.4 mph. 5. Ian Bates (Special) 13 m 27.2 s, 69.4 mph. 6. Ray Mallock (M68) 14 m 11.4 s. Fastest lap: Smyth 1 m 13.8 s, 76.57 mph.

Modified Sports Cars (10 laps) Overall: 1. Bob Meacham (44 Jaguar Etype) 10 m 54.4 s, 89.69 mph. 2. Max Payne (18 Lotus Elan) 11 m 4.2 s, 89.69 mph. 3. Bob Eccles (17 Lotus Elan) 11 m 9.4 s, 89.69 mph. 4. G. G. G. (44) 11 m 26.0 s.

Up to 1.50 cc: 1. Lambert, 84.38 mph. 2. Andy Bailey (1.5 AM Sprite) 84.38 mph. 3. Mike Donovan (11 MG Midget) Fastest lap: Lambert, 1 m 7.4 s, 85.84 mph. 1.51-2000 cc: 1. Payne, 85.48 mph. 2. Eccles 3. David Eccles (AM Sprite) Fastest lap: Eccles, 1 m 05.4 s, 85.48 mph.

2001-3000 cc: 1. Hugh Goodchild (AM 3000) 1 m 22.8 s, no speed given. 2. Tony Sayer (AM 3000) No other finishers. Fastest lap: John Dudley (10 Marcos GT) 1 m 06.6 s, 86.92 mph.

Over 3000 cc: 1. Meacham No other starters. Fastest lap: Meacham 1 m 03.8 s, 90.73 mph.

750 Formula (10 laps) 1. Geoff Smith (JGS Mk 3) 12 m 45.2 s, 75.62 mph. 2. John Giles (JGS Mk 2) 12 m 47.4 s, 74.4 mph. 3. John Richardson (DNC) 13 m 14.0 s, 71.4 mph. 4. Tim Green (Time Mk 2) 13 m 26.6 s, 69.4 mph. 5. Ian Miller (DNC) 13 m 30.8 s, 68.4 mph. 6. Stuart Gerrell (Gerrell) Fastest lap: Smith and Giles, 1 m 15.2 s, 78.98 mph.

Formula Libre 10 laps 1. Jim Moore (50 McLaren Chaplet M108) 9 m 34.2 s, 94.94 mph. 2. Ray Mallock (16 U2 Mk 12) 9 m 38.0 s, 93.4 mph. 3. Chris Choat (16 Brabham BT30) 10 m 08.0 s, 91.4 mph. 4. Bryan Small (16 Tecno 3/68) 10 m 09.4 s, 90.4 mph. 5. Alex Seldon (16 Brabham BT 30/36) 10 m 21.4 s, 84.4 mph. 6. Dave Lowe (16 Lotus 61) 10 m 25.8 s. Fastest lap: Moore, 54.4 s, 102.64 mph.



Mini 7 dispute between Geoff Gilkes, Chris Tyrrell and Chris Maries.

BRANDS HATCH

Robin Smyth pulls ahead

The F750 championship took a definite turn in favour of Robin Smyth at Brands Hatch last Sunday, when he beat Mike Street, with whom he had been equal in the Championship. The other joint leaders of a championship, Rob Wicken and Frank Hopper in the Townsend Thoresen Formula Ford challenge had a strange race, starting from well back on the grid, Hopper getting the best of the bunch in front, finishing second to Bob Arnott, while Wicken could only manage sixth, allowing Hopper a lead of eight points as the season begins to fade. The 750 MC, visiting the circuit for the first time for a long time, ran things to their high standard, and the breaking of laps records in six different classes indicated that the racing was the same, although not always that exciting.

Although practice was mainly in the wet and racing practically completely dry, it made little difference to Robin Smyth in the supercharged Warren, for he led off from pole and was never headed, being 2 s and a lap record away from constant shadow and title contender Mike Street (DNC Mk 3). Third in the championship is John Richardson (DNC Mk 3) and true to form, he ran constantly third. Mike Whitley's Marlin Special upset the form by occupying fourth for a lap until he spun out of it and lost nearly exactly one lap re-emerging in his old position. Richard Owen took a family Arcos to fourth, having overcome Geoff Smith (JGS 3).

The formula 4 race was quite close. It was Chevrons all the way in the manufacturers stakes with Fergus Tait's B13/17 taking a lead from Dave Griffith's similar model, harried by John Webb's luminous B9. The Lotus salesman got by on the second lap, and quickly pulled up the ten yards to Tait, who, on the strength of it, didn't seem to be able to match speed. However Webb's cornering was constantly matched by Tait, and while acknowledging the occasional shut door, he stayed behind, albeit frustrated, for the rest of the race, placing some of the blame on the gamble not to wear slicks on the subsequently dry track. Griffiths stayed put in third until the end while Maurice Ogler took fourth with little fuss. Despite 7 non-starters, the grid was a healthy one, while the 1000 cc screamers are quite reliable, there being one retirement. Formula 4 looks better.

Lex of Bexleyheath provided the prizes for the Mini 7 round, Mick Moss getting himself out of the bunch pretty quickly and winning, escaping the melee behind. This had Anthony Westbrook overcoming Chris Tyrrell for second, although after the former pulled off with a loose petrol union, Tyrrell was joined by Geoff Gilkes, Chris Maries and Andy Devine, Gilkes fighting away to leave Tyrrell holding Devine for third and fourth respectively. Maries was the next man, slipping back.

Mike Taylor continues to show who's

king in F1200 despite having already won the championship for this year. Things would have been quite interesting for the champion, and incidentally, for the politics of the formula, if current 1000 cc champion Peter Cooke had started with his Clubman U2 with a 1000 cc engine, but it was left to John Corboy (U2 Mk 6) to keep the Gloucester driver on his toes, Corboy doing this well enough to drive Taylor to a new lap record. Initial third man Bill Cowling, now in an ex Stanbury Gryphon C73, was readily overhauled on lap four by Mike Roberts (Navajo), and, although the engine went sick, Cowling kept ahead and mainly out of touch of Paul Webb's Delapens Mk 1 who overcame Phil Lloyd's Nomad on lap six.

Some strange times arose in the Townsend Thoresen round, with Frank Hopper on the third row with Richard Morgan and Rob Wicken one farther back, so it was front row man Bob Arnott who took his Merlyn-Scholar Mk 24 into a safe lead immediately allowing the melee to sort themselves out without him. Emerging from the crowd at Paddock on lap one was Frank Hopper in his Royale but he was to make no impression on Arnott. From considerable chaos on lap one at Paddock, from which Richard Morgan retired although undamaged, Mike Blanchet came through to take third from poleman Matthew Argenti (Merlyn-Scholar Mk 24 5) dicing with Van Diemen man David McCallum who lost his higher place on lap seven. Wicken was catching these two at the end and might have collected three instead of one point if there had been another lap.

The MCD Kent Messenger thrash was next up, their car taking the honours in the hands of John Homewood, who also took a lap record which should make interesting reading when Mr Calcutt reappears. Ryan Lee took up the pursuit, in close challenge with Terry Atcoe but the whole arrangement became too close, Lee's bonnet becoming deranged and the resulting black flag excluding him from the running. Bill Shepherd's 1.0 Cosworth engined A40 took up the fight passing Atcoe on lap seven, Mike Chapple's Imp was consistently next up.

The Monopostos, fresh from their Silverstone round the day before, provided probably the best dice of the day. The drive of the day, as the day before, was provided by Trevor Scarratt's Brabham-Marks BT18, who came up through the field to challenge the leading duo of Brian Jordan (Nike-Panther HC) and John Davies (Brabham-Hofbay BT15). While Jordan was always in the lead, Davies had first Alan Baillie's Viking to contend with and then Scarratt. However, Scarratt was eager for another place, and on the last lap at Clearways, Trevor knew his overtaking line, and committed himself early. He had to

move when Davies chose his line later, and Scarratt finally reached the point of no return in his escaping efforts and went into the Clearways bank, damaging two corners quite badly, but not injuring himself as he did last time at the circuit. Baillie, then, was third, while early challenger, John Boughton Brabham-Swindon BT18) finished fourth. Eddie Heasell claimed the small class after Robert Laughton's retirement.

Phil Spurling made no mistake about the rather uninspiring Mini Miglia race, although behind second man Dudley Fisher, Phil Johnstone was being caught by Syd Ryder due to certain indiscretions, mainly at Clearways, Ryder getting the place two laps from the end. Martin Ennis was a consistent fifth. Perhaps if one or two special saloon Minis are having trouble with Imps or entries, they might like to join the Miglias, although the racing lost some lustre with the retirement from the front row of Eric Groves whose gear selector ceased to function.

Final event was the Thomsett's Garage trophy for all classes of special saloons, local man Nick Whiting just screaming the FVA-engined AllCar Escorts into the distance, lapping all but five of the fully subscribed race. Tony Whibley was a consistent second in the 2.3 Viva followed at a respectable distance by Brian Davis' well prepared 1.3 Escort BDA, which had fought off Nolan Pitts' 1.3 Austin Cooper S which had a mild accident before Bottom, and Alan Hassell's Mk 1 Cortina which finished fourth. 851 cc to 1000 cc was resolved after Bob Kirk's Austin Mini overtook Martyn Darnell.

BOB CONSTANDUROS

Outthrust Trophy Reliant T50 Formula championship round (10 laps): 1. Robin Smyth (80.5 Warren 3/0) 17 m 24.6 s, 71.47 mph; 2. Mike Street (DNC Mk 3) 26.4 s; 3. John Richardson (DNC Mk 3) 30 m 29.4 s; 4. Richard Owen (Arcos 4A) 30 m 43.6 s; 5. Roy Lowry (Lotus 4) 30 m 47.4 s; 6. Geoff Smith (JGS 3) 30 m 47.4 s; Fastest lap: Smyth 1 m 00.2 s, 73.43 mph (record).

Low Cost Racing Formula 4 championship round (10 laps): 1. Fergus Tait (Chevron 1000 3/0) 6 m 33.4 s, 81.28 mph; 2. John Webb (Chevy on Lotus) 9 m 56.9 s; 3. Dave Griffiths (Navarro F15) 9 m 58.4 s; 4. Dave Morgan (Mick Cosworth 7.3) 9 m 58.4 s; 5. Maurice Ogler (Brabham F15) 9 m 58.4 s; 6. Mike G. (Mystic Lotus 1.3) 9 m 58.4 s; Fastest lap: Webb 1 m 02.2 s, 83.52 mph (record).

Lex Bexleyheath Trophy Mini 7 championship round (10 laps): 1. Mick Moss (Triumph Mini) 10 m 36.8 s, 72.10 mph; 2. Geoff Gilkes (Lotus 4) 10 m 43.4 s; 3. Chris Tyrrell (Lotus 4) 10 m 43.4 s; 4. Andy Devine (Lotus 4) 10 m 43.4 s; 5. Chris Maries (Lotus 4) 10 m 43.4 s; 6. David Evans (Lotus 4) 10 m 43.4 s; Fastest lap: Moss 1 m 02.2 s, 74.77 mph (record).

Super Vite F1200 championship round (10 laps): 1. Mike Taylor (1.2 Blenheim Tiger Mk 3) 9 m 09.0 s, 81.13 mph; 2. John Corboy (1.2 U2 Mk 6) 9 m 23.1 s; 3. Mike Roberts (Navajo) 9 m 31.6 s; 4. Bill Cowling (Gryphon C73) 9 m 33.4 s; 5. Phil Lloyd (Nomad Mk 1) 9 m 42.4 s; 6. David Chapple (Centaur Mk 4) 9 m 44.4 s; Fastest lap: Taylor 53.2 s, 83.91 mph (record).

Townsend Thoresen Formula Ford championship round (10 laps): 1. Bob Arnott (Merlyn Scholar Mk 24) 6 m 39.4 s, 82.78 mph; 2. Frank Hopper (Royale-Vigilante R16) 9 m 03.6 s; 3. Mike Blanchet (Lotus-Scholar B1M) 9 m 06.6 s; 4. Matthew Argenti (Merlyn-Scholar Mk 24 5) 9 m 10.6 s; 5. David McCallum (Van Diemen 3.0) 9 m 10.6 s; 6. Rob Wicken (Merlyn Scholar Mk 24) 9 m 12.6 s; Fastest lap: Arnott, 52.6 s, 84.87 mph (record).

Root Messenger 1000 cc saloon car championship round (10 laps): 1. John Homewood (Sunbeam) 9 m 37.4 s, 77.37 mph; 2. Bill Shepherd (Austin-Fineworth A40) 9 m 41.4 s; 3. Terry Atcoe (Austin Cooper 5) 9 m 43.4 s; 4. Mike Chapple (MCD) 9 m 47.4 s; 5. Norman Reed (B.4M Clubman) 10 m 04.4 s; 6. Ryan Lee (Austin 1.0) 10 m 08.4 s; Fastest lap: Homewood, 55.4 s, 80.87 mph (record).

Sea-Power Monoposto championship round (1001 cc to 1000 cc class and overall 10 laps): 1. Brian Jordan (Nike-Panther HC) 8 m 43.8 s, 85.72 mph; 2. John Davies (Brabham-Hofbay BT15) 9 m 44.4 s; 3. Alan Baillie (Viking) 9 m 44.4 s; 4. John Boughton (Brabham-Swindon BT18) 9 m 50.4 s; 5. Trevor Scarratt (Brabham-Marks BT18) 9 m 50.4 s, 85.23 mph (record).

Up to 1000 cc class: 1. Eddie Heasell (Monocor Motor Mk 3) 80.3 mph; 2. John Lancaster (JCM Mk 4) 79.3 mph; 3. David Wilson (Merlyn Cosworth Mk 9) 78.3 mph; 4. Hazel, 75.3 mph; 5. 77 mph.

Lex Bexleyheath Trophy Mini Miglia championship round (10 laps): 1. Phil Spurling (Dart Mk 1) 9 m 47.4 s, 74.02 mph; 2. Dudley Fisher (Chalon Mk 1) 9 m 52.4 s; 3. Syd Ryder (Miglia Mk 1) 10 m 19.4 s; 4. Phil Johnstone (Morris Cooper) 10 m 21.4 s; 5. Martin Ennis (B.4M Mk 1) 10 m 37.4 s; 6. Terry Hind (Lambman Mk 4) 10 m 46.4 s; Fastest lap: Spurling, 37.8 s, 77.13 mph (equal record).

Thomsett's Garage Trophy for special saloons up to 850 cc: 1. Nick Whiting (1.3 Ford Escort) 9 m 25.2 s, 78.96 mph; 2. Tony Whibley (1.3 Vauxhall Viva GT) 9 m 44.4 s; 3. Brian Davis (1.3 Ford Escort BDA) 10 m 18.4 s; 4. Alan Hassell (1.6 Ford Cortina Mk 1) 10 m 20.8 s.

Up to 850 cc class: 1. George Champion (RLMC Mk 4) 70.4 mph; 2. Ken Weir (RLMC Mk 4) 69.4 mph; 3. Alan Spurling (Austin Mk 1) 68.4 mph; 4. Tony Whitley (Cottelle Mk 1) 67.4 mph; 5. 72.47 mph.

851 cc to 1000 cc class: 1. Neil Tolman (Morris Mini) 70.98 mph; 2. Martin Darnell (Mini) 70.98 mph; 3. Bob Kirk (Austin Mini) 70.98 mph; 4. Darnell and Tolman, 70.98 mph; 5. 73.18 mph.

1001 cc to 1000 cc class: 1. Davis 72.23 mph; 2. Tony Hammer (Cooper S) 71.98 mph; 3. Brian Godfrey (Mini-Ford BDA) 71.98 mph; 4. Davis 71.98 mph; 5. Whitley, 71.98 mph; 6. Hazel, 71.98 mph; 7. Whiting, 71.98 mph; 8. Whitley, 71.98 mph; 9. Hazel, 71.98 mph; 10. Whiting, 71.98 mph; 11. Whitley, 71.98 mph; 12. Hazel, 71.98 mph; 13. Whiting, 71.98 mph; 14. Whitley, 71.98 mph; 15. Hazel, 71.98 mph; 16. Whiting, 71.98 mph; 17. Whitley, 71.98 mph; 18. Hazel, 71.98 mph; 19. Whiting, 71.98 mph; 20. Whitley, 71.98 mph; 21. Hazel, 71.98 mph; 22. Whiting, 71.98 mph; 23. Whitley, 71.98 mph; 24. Hazel, 71.98 mph; 25. Whiting, 71.98 mph; 26. Whitley, 71.98 mph; 27. Hazel, 71.98 mph; 28. Whiting, 71.98 mph; 29. Whitley, 71.98 mph; 30. Hazel, 71.98 mph; 31. Whiting, 71.98 mph; 32. Whitley, 71.98 mph; 33. Hazel, 71.98 mph; 34. Whiting, 71.98 mph; 35. Whitley, 71.98 mph; 36. Hazel, 71.98 mph; 37. Whiting, 71.98 mph; 38. Whitley, 71.98 mph; 39. Hazel, 71.98 mph; 40. Whiting, 71.98 mph; 41. 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Funny cars aren't so funny

The return of the two big funny cars to the strip was something of a let-down. Perhaps after the ultra-slick showing of the two American drivers, and of course Allan Herridge in his first few runs, too much was expected of them, and in fact on the first of the two days, Owen Haywood in the STF car was the only one of the two to make a run. Despite some impressive burn-outs, Owen was still feeling his way into the car and the times did not reflect its potential.

On Sunday, with the Stardust car also running, Allan Herridge came out for a short try-out before pairing off around mid-day for a side-by-side run. Then the bad luck struck again, with the mighty Heml engine splitting one of its heads in two and lifting it off the block! After some frantic work, the team had the car screwed back together for a second attempt, and this time little Allan really gave the crowd what they had waited for, with a fabulous burn-out, and strong 8.11 s blast at 185 mph, Owen still not really in the hunt in the STF car.

In Pro-fuel, Dennis Priddle was clear favourite in the absence of Skilton, and proved it with an easy looking 8.87 s qualifier, with Herridge at the second spot in "Firefly" with a 7.5 s and Mike Hutcherson with an 8.0 s. Starting with a bye as fastest qualifier, Dennis ran a 7.12 s shutting down early leaving Hutcherson and Herridge to decide the finalist. Both cars got somewhat crossed up at around the mid range, and looked very close to touching at one stage, but then Allan shut down, leaving Mike with an easy 8.58 s win as he trailed at 10.3 s. So with the underdog through, Mike's fans were looking for a second upset in the final. But it was not to be as the rear end broke in the fire-up road, leaving Dennis with a very impressive 8.68 s at 207 mph for the win, the Donovan powered Revell car really going well.

But if the Pro-Fuel cars were scarce, once again Top Dragster really showed up as a close elimination, with the first round between John Whitmore, still with Dunlop tyre men in attendance trying out various techniques and measuring temperatures after the burn-outs, and Mike Treutlein, who ran a very strong 10.34 s in the 5-litre Chevy rally to 10.22 s for the little BMC car. Driving Tony Anderson's Daimler was Dick Carpenter, who started with a bye at 10.1 s, then really surprised the crowd by beating John Whitmore with a 9.8 s to 9.95 s.

Meanwhile Brian Ringsall, back in action after a long lay-off, pushed his small Heml-powered car to a 10.58 s win over Roz Prior, who was slower than usual at 11.25 s with the injected 454 Chevy car. Last pair were Jim Read in his bog-standard 390 Ford powered car that defies all logic by running 11.9 s, and Derek Benbow in the immaculate 421 Pontiac car. Read was out of luck this time though, as the Pontiac streaked to a 10.9 s 145 mph win over the 12.3 s 120 mph for the Ford. Benbow went through to the final with a 10.24 s when Ringsall lost fire and then faced Carpenter, who made the best start to hit 10.0 s at 126 mph whilst the Pontiac's stronger top end of 145 mph was not enough to catch the Daimler as Benbow recorded a 10.4 s.

Top Competition saw the long-awaited return of the strip of Pete (Formula One) Atkins, with his injected 6 litre Oldsmobile powered T. Originally powered by strong 289 Ford way back in the sixties, the car was out last year with a front-mounted blower, but broke almost immediately, so this time, with a 10.1 s straight off the trailer, Peter was pretty happy. Unfortunately, the car got progressively slower with each passing run

after that, but nevertheless made it to the final with Dave Stone going out with a red-light 11.5 s to a slow (for Dave) 9.57 s.

Senior comp was again a much improved class, with 12 fairly closely matched entries. One of the best races was between Neil England and Jeff Morris, both running injected small block Chevies. After a double red light run, the two faced each other again in what was a similar race to the Skilton-Priddle "Nationale" confrontation. With Morris away first in the Avenger bodied car, he looked to have the race. Then England nosed his BSA pick-up ahead only to lose out in the lights, as the full-bodied car hit an 11.84 s to 12.2 mph to 11.98 s at 106 mph. But in the next round against Phil Carlyle in the Black Night Racing 283 powered Viva, he lost it all with a red light, with Phil lucky to get the win as he got crossed up off the line.

Dick Sharpe had all this time been showing that you don't really need a high-revving small block Chevy to get the job done as he took the 421 Pontiac/A35 through his rounds with a string of 11.3 s, beating Mike Hall in the 350 Chev/Firenze with an 11.35 s to a red light 12.3 s in the semi, then going on to take the day with an 11.45 s win over Carlyle's disappointing breakage after pulling a wheelie. New entrant in the Top Street division was Melvin Wooding, with a very nicely prepared 289 Falcon, and although he was only to run 14 s during the day, after the racing had finished he got down to 13.2 s.

Richard Smith led qualifying with a good 12.1 s in the 427 Chevella, with Bob Oram next at 12.68 s in the E-type. Al O'Connor was down to 13.36 s with his 383/Zephyr, whilst after finishing a rebuild of his 440 Barracuda, Dave Rose was in with a 13.4 s on Sunday morning, just ahead of Ivan Fryer's 13.7 s with his Mustang. After his first run on the new engine, Rose ran a 13.3 s in the first round, then a 12.8 s to beat Oram in a tremendous race, the Jag getting away first and only losing by inches as the bigger car got by at the top end. Smith beat Ivan Fryer with a 12.2 s to 14.1 s in the first round, then O'Connor with a 12.2 s to 13.7 s and then met Rose in the final. The two cars were pretty equal until around half-way when the Chevella pulled ahead with another 12.2 s to 12.8 s.

In Pro-Stock, Kevin Pilling was still driving the Bennet Nova, his Camaro being held up with a broken diff bearing. The Nova itself was unable to run on Saturday after the water pump sprang a leak, with Pilling going home to rob his car for a new one. Gary Goggins was trying a new CD ignition system, but this seemed to be giving trouble, and kept him out of the tens all day. Overnight he took it off, and fitted some new 14.50 Goodyear slicks, but was still off-form at 11.24 s. Tony Dickson was as before in the Duckhams car, and in fact led overnight with an 11.29 s at 129 mph. Dennis Stone was driving the team Escort, with a new exhaust system fitted to try and improve the top end power, whilst Mike Aitken was driving the Capri-Chev. Pilling improved to a 10.76 s during Sunday morning, the third Pro into the 10 s, and all made practice runs. Kevin ran an 11.1 s on his bye, then Stone grabbed a good lead over Dickson in the Escort, but the Camaro managed to overcome it and just get by with a slow 12.1 s to 12.4 s. Goggins then disposed off Aitken with an 11.6 s and then took the bye to the final. To get there too, Pilling ran another 10.6 s to beat Dickson's 11.6 s, his earlier times having deserted him, but then the old master managed to pull a 10.8 s out of the bag with a lightning start that was enough to beat Pilling's faster 10.63 s in the final.

TRIAL

Spencer takes series lead

There's a new leader in the BYRDA Production Car Trial Championship following last Sunday's round organised by Lancs & Cheshire CC at Longnor, near Buxton. Geoff Spencer of the Dudley Club has moved into a one point lead following a third place in the front engine FWD class with Mac Hazlewood (Mexico), second and last year's champion Bill Moffatt (Imp), third.

On a day of mild surprises in several classes outright victory went to Mike Hinde in his Clan Crusader who dropped 40 marks on the 36 sections, well ahead of Moffatt while surprisingly Nigel Brown's Dellow was way off pace with an 87 mark total. For the first time for months competitors found a course which demanded feel rather than power, thanks to heavy overnight rain, and this caught out more than a few.

Brian Midgley scored a fine class win with his 1275GT to start the ball rolling. In a close battle he was four marks adrift at lunch. Spencer (Cooper) and John Hodgson (Mini), sharing the lead but he more than made it up in the 24 sections of the afternoon nipping through to a 157 mark total one ahead of Hodgson while Spencer was demoted to third on 163 marks. The next class produced not another win for Mac Hazlewood but the second of the season for Denis Wells in his Skoda. Wells led the class from the start and built an eight mark lead initially and improved this to 11 by the end of the day for a 125 mark total, the pair of them finishing a long way in front of K. Houldrake's Escort.

The sports car class saw a comfortable win for Mike Harrison's Midget for his main challenger Don Hobbs broke the differential on his Sprite in the morning, but although he replaced it he was not allowed to restart. Harrison established a 23 mark lead before lunch and ran out with a 129 mark total, some 53 marks ahead of C. R. Warr's Midget while Jean Hazlewood was not at her best in third place with the Sprite and was 19 marks farther away. Hinde's Clan showed everyone the way round all day. In the morning it was approachable and Moffatt's Imp was only seven marks adrift 30 to 37, but in the afternoon, when the course began to grip somewhat Mike turned on a really fine performance and dropped only 10 marks in what must be one of the best second half performances of the season. Moffatt, with a total of 67 marks, finished 24 marks better than Mike Leech with Ray Bradley's Imp bringing up third place. The two Dellos were put into a class on their own but Brown, the more experienced of the two, was never a threat to Hinde and in fact only just finished third overall.

Overall	M	Hinde	Clan	Crusader	40	marks	lost
C. Warr	Warr	B	M	Cooper	14.75	15 <td>marks</td>	marks
Wells	Skoda	75 <td>marks</td> <td>M</td> <td>Harrison</td> <td>Midget</td> <td>129</td>	marks	M	Harrison	Midget	129
Mac	Hazlewood	W	Moffatt	Imp	67 <td>marks</td> <td>N</td>	marks	N
Leech	Bradley	Imp	67 <td>marks</td> <td></td> <td></td> <td></td>	marks			

● Members of Potteries & Newcastle MC had a field day at the Rugeley & District MC's grass autotest near Longdon, Rugeley, last Sunday, collecting BTG and all six class awards. Fifty-six competitors had full value for £1.50 with four timed runs. Jim Shepherd was the only driver to break 40 s and his 38.6 s with a Porsche VW Special gave him BTG by a clear 2 s over Marlin Morrey's 999 Mini who took his class and was quicker even than Graham Harper's Mini Special which weighed in with 40.6 s.

BTG	J	Shepherd	Porsche	VW	Special	38.6	s
Class winners	M	Cooper <td>14.75 <td>15 <td>marks</td> <td></td> <td></td> </td></td>	14.75 <td>15 <td>marks</td> <td></td> <td></td> </td>	15 <td>marks</td> <td></td> <td></td>	marks		
Wells	Skoda	75 <td>marks</td> <td>M</td> <td>Harrison</td> <td>Midget</td> <td>129</td>	marks	M	Harrison	Midget	129
Mac	Hazlewood	W	Moffatt	Imp	67 <td>marks</td> <td>N</td>	marks	N
Leech	Bradley	Imp	67 <td>marks</td> <td></td> <td></td> <td></td>	marks			



The sad incident at Lydden last Saturday. Marshals remove Dave Preece from his wrecked car while John Taylor swings off the meadow. Taylor took his Escort in between the Mini and the bank, but struck the marshal in the passenger's compartment in the Mini.

SPRINT

Lane sets new record

Flashing across the finishing line at a terminal speed of 128 mph Roy Lane of Warwick last Sunday shattered the two-year-old outright record at the Curborough sprint course in Staffordshire. Giving the Castrol/BARC Hill Climb Championship a miss Lane brought his Manpower McLaren along to collect £50 for BTD in 31.3 s, slicing four-tenths off Tony Griffiths previous record set in October '71 with his Brabham BT 35X. Earlier Lane had bettered the previous record in his class run with 31.8 s. A large crowd turned up for the event which was sponsored in every class by local companies and principally by the Elbow Room, Birmingham, and Polydor Records.

Pouring rain in the practice sessions gave way to a fine afternoon with most of the full entry to 80 setting best times on their second runs. Second BTD went to John Ravenscroft in his Lola T142 in 32.44 s, this being probably the last time he will drive the car as he has purchased Bob Rose's McLaren. Rose, who had hoped to borrow his old car for the day, found it was in pieces when he inquired so he borrowed Jonty Williamson's car. However, he could only get down to 33.1 s which was only good enough for second in the big single-seater class behind a really ex form Tony Bradwell (Brabham Quattro), who did 32.66 s.

Most of the 12-class winners had clear cut victories, but there was one tie. This was in the big saloon class where Roland Hand (Anglia) and H. Henderson's Morris/Jag both returned 37.1 s but Hand took the award on aggregate. In the road going class the Cooper S of A. Wilson was nearly half a second up on the 3-litre Escort of K. Gibson and the up to 1000 cc saloons produced another Cooper victory this time for Neil Johnstone's S type and making it three BMC wins was Will Cole in his 1400 cc plus model who had half a second in hand over T. R. Wood's big bored out version. The sports car class fell, as usual, to Herbert Shepherd's E-type ahead of F. Pay's Morgan and R. T. Colman and D. Richardson engaged in fierce competition with their Sprites, Colman winning by three-tenths, Cyril Baxter's Marcos reigned supreme in the

up to 3-litre class but only just as J. Parsons brought his Elan within four-tenths of victory beating Mike Overton (Marcos) in to third spot. John Hindley's Landar took the sports racing class by a clear 2 s over the Cox of K. Hayward.

Richard Wallinger now has a Martin Hall Special, the Spectre under a new name, but he still won the over 1300 sports racing class with Alan Wood, once again, being second with his Ginetta G12. Finally the up to 1600 cc racing car class went to Roy Turnbull in his Fisher BT 35 (it was a Brabham until sponsorship crept in) who beat David Rinder's similar car by a handsome 1.5 s.

BTD R. Lane (McLaren) 31.3 s (record) Class winners: A. Wilson (Cooper S) 41.8 s, N. Johnstone (Cooper S) 39.0 s, W. Cole (Cooper S) 37.2 s, R. Hand (Anglia) 37.1 s, M. Shepherd (E-type) 36.3 s, M. Colman (Sprite) 36.4 s, C. Bester (Mk 3) 37.6 s, J. Stannard (Morgan) 38.0 s, J. Hindley (Landar) 38.8 s, M. Wood (Ginetta) 39.5 s, A. Bradwell (Brabham Quattro) 32.6 s, L. Hand (Lola T142) 32.4 s, M. J. Wallinger (Martin Hall Spec) 35.1 s.

Thompson's Moss

The first Moss Tyre Rally was in 1967—and that first event created a reputation for demanding, no nonsense rallying. In its early days, it was an all night road event with 3 or 4 stages thrown in for good measure, but it has now evolved into a top class daylight stage event. Co-sponsored by Armstrong Patents for the first time, the 1973 Moss was certainly the most competitive yet, with an entry list that contained "names" a long way down the running order.

Results 1. O. Thompson (M. Welch) (Escort RS1600) 1:10. 2. A. Drummond (C. Gray) (Escort RS2000) 1:15. 3. J. Harrop (P. Short) (Fiat Ritmo) 1:23. 4. R. H. S. (H. S. (Escort RS1600) 1:24. 5. S. Howard (R. Ward) (Escort RS) 1:24. 6. S. Reed (D. Howell) (Escort TC) 1:29. 7. J. Baker (G. Handley) (Escort RS) 1:31. 8. T. Salinas (A. Walker) (Escort RS) 1:34. 9. M. Whiteley (J. Goodman) (Escort RS) 1:35. 10. W. Lumb (P. Puley) (Escort Vaux) 1:37.

On Sunday the North Midland MC are staging a sprint at Curborough. The event is part of the Shell Motor Club league. Amongst the entries are Malcolm Dungworth in John Cussins's Saxon Hawk Special, Bob Rose (McLaren M10B), John Ravenscroft (Lola T142) and Pat and Brian Kenyon in their successful Austin Healey Sprite.

● Vandervell Points after Peterborough MC's Silverstone meeting last Saturday are

1. David Heale, 48. 2. Mike Donohue, 36. 3. Charles Barnard, 48. 4. Dave Barnard, 32. 5. Jim Gath, 27. 6. Alan Connor, 16. 7. Chris Barnes, 14. 8. Peter Barnes, 12. 9. Pauline Richardson, 10. 10. Peter Owen and Loli Hopkins, 8.

News...

● This Saturday is the final round of the £500 Slenderard Sprint championship with a 2.15 mile course on the Isle of Man TT circuit. Over 75 cars are entered for this longest sprint in the UK, including Tony Dean's Formula 5000 Chevron B24. It also marks the first time for 51 years that cars will have raced on the famous Isle of Man TT circuit.

● Rugeley and District Motoring Club's long-serving treasurer Miss Jean Parker has just started her sixteenth year in office. She has looked after the finances since the club was formed in 1958. New officials elected at the club's recent annual meeting were: president Paul Whitacre, chairman John Stocking, vice-chairmen Don Heath, Peter Moffat, secretary Malcolm Andrews, social secretary Colin Emmerson and competition secretary Paul

● The ninth annual World Records Weekend for motor cars and motor cycles will take place at Elvington, about five miles from York, this Saturday and Sunday.

This is in spite of the fact that the organisers, the Incorporated Sprint Organization, have been unable to find a sponsor this year. A good entry is expected, especially from motorcycles because ISO have won the co-operation of The National Sprint Association which has hitherto held its own records meeting for motorcycles, which they were unable to hold this year.



Owen Haywood's STP car was disappointing at Santa Pod.

● A novice until two weeks ago David Kellock was man of the day at the Warburton autocross organised by Mid Cheshire MRC at Warburton near Lymm, last Sunday. Kellock, in an 850 Mini, which he shares with brother Malcolm, walked off with the small Mini class by a handsome 2.9 s while his brother was nearly 4 s slower. With 37 entries everyone had three runs during which John Cameron rolled his 998 Mini without harm. Bill Ford did the same with his Mini and Gordon Hanson had his Mini catch fire but again without too much damage as marshals were quickly on hand. Tony Vernon's 1300 Cooper took BTD in 1 m 41.8 s and he took the best Mid Cheshire member award. 37 competitors turned up and three runs resulted.

Rob Gibson, one of the stars of the Castrol/BTRDA Autocross Championship Final the previous week, had an easy sports car class win with his Sprite and D. Woodcock (Mini) pipped Cameron by just over a second in the up to 1000 cc class and the big saloons went to the Anglia TC of David Taylor beating the similar car of Alistair Thompson by nearly 2 s.

BTD T. Vernon (Cooper) 1 m 41.8 s, Class winners: O. Kellock (Mini) 1 m 49.2 s, R. Gibson (Sprite) 1 m 46.0 s, A. Whitworth (Renault R6) 1 m 50.7 s, D. Woodcock (Mini) 1 m 45.7 s, D. Taylor (Anglia) 1 m 42.5 s, D. Scott (Mini) 1 m 45.8 s, C. Wild (Mazda) 1 m 51.6 s, L. Latham (Mazda) 1 m 51.6 s, Cooper) 1 m 54.0 s, Merica T. Ward (Mini) 1 m 59.6 s.

The Cilwendeg Rally is, like the Gremlin, a living example to any who doubt the demand for road rallying. It shows that road rallying can be held in harmony with all interests concerned. The scenes of enthusiasm from local folk who thronged the vantage points were remarkable, even more than the contest of the rally itself, won by Nigel Rockey in his Hoopers RS1600, no fewer than six minutes ahead of Russell Brookes's Brooklyn Mexico. The speed of Rockey and Brookes were matched only by Martin Clark in his John Taylor powered RS1600 who, for once, had a clear run in conditions that started clear and eventually turned to heavy rain.

The importance of the Cilwendeg is its example. Like the Gremlin it is held in the area of its organising club Telfy Valley MC, something which must commend the event to doubting folk. The area of West Wales concerned is covered by a remarkable maze of lanes which presents a challenge to rallymen in the old tradition—that of placing no little emphasis on a navigator and providing a test of teamwork between car, driver and navigator. No pacenotes this time, no diving into service areas to change tyres; instead the event was a remorseless test of unrelenting pressure and concentration. Gone these days are the tests of route plotting (save for the one-hour plotting time rule). The people who do well have navigators who find all the junctions first time, who can keep their place on the map as the route twists endlessly around the maps. Along with map 117 the Cilwendeg map 139 (with a little help from 140 and 152) provides surely the best test of navigation in Britain. The Telfy Valley folk are lucky they have this on their doorstep.

With no Mexico event to lure them away elsewhere the four leading Mexico championship drivers Rockey, Bean, Brookes and Edwards-Parton all appeared (Rockey with his RS1600, otherwise all in their championship cars, though Parton's car had alloy wheels for the occasion), which doubtless left the non-Mexico MN men wondering if they can expect no freedom from this menace. Malcolm Patrick did not appear following the Manz invasion of his Porsche Carrera, and Neil Wilson is so sure that we have seen the last of this rallying dentist that he has been offering his services elsewhere for the rest of the year. For this event Wilson accepted a ride with Rodney Badham in the Gandy Master Brake Lining Clan Crusader, something he anticipated eagerly but which afterwards left him wondering what a Clan could do that an Imp could not do better. Neither did Bob Jeffs appear, a not unexpected omission, so David Tavor went instead with the Mexico

CILWENDEG RALLY

Fords on top again, Rockey wins

of the bearded Welshman Bryan Thomas. Other omissions from the original list of acceptances included Rod Cooper, as apparently his engine is still unassembled, Laurie Richards, whose engine was damaged on the Manz and Mike Brown who originally entered a 3-litre Escort he is building and who later intended to bring a Mexico, but which had an electrical failure on the afternoon of the event.

As Frank Pierson had won the event the year before it was fitting that DTV should make a Viva available (which ironically was the only one of their two team cars to finish) and Frank was given number one for the honour. With an exceptionally on-form Brookes starting next this honour must have been a little double-edged, but in fairness it mattered not at all, especially as Brookes' closest rival Clark had much overtaking to do as well starting from No. 13. The long hard road sections, timed to the minute, were held at the start and the end with four longish selectives in the middle, the time penalties for which were not weighted in either direction. The first group of sections were some of the most demanding that drivers in the C/MN circus could recall, and errors of one sort or another soon materialised. Both navigators of the Crusaders missed the obscure entrance to a track and lost two minutes each, whilst Tom Seal, enjoying the experience of John Henderson, Red Dragon organiser and Welsh navigator extraordinary beside him found the pressure too great to stand and went into a wall. Colin Malkin had trouble when the throttle cable bracket broke and he went off when driving on the ignition switch, but more important, when this had been rectified he found a wheel loose almost to the point of coming off. Kevin Videan found he had a repeat of the Stocktonian trouble of cracked discs on his Old Woking entered 2402, whilst Chris Beddow's Smallman Oils Mini had a water hose burst and then a puncture, and George Hill's DTV Viva retired after just a mile of competitive motoring with a broken gearbox, and Ted Cowell lost nearly a quarter hour with a broken throttle. The selectives which followed the first energetic burst followed after a pause, and on the first one John Edwards-Parton in the Thomas Motors

Mexico had a lucky minute which landed him one place up in the results at the end, though later as though to punish this fortune he went off and stuck on a left hander. Perhaps the best "off" of the night was that of Dai Roderick who, it is said, was so piqued at Videan catching and actually passing him that he ignored the warning board of Hengill Uchaf and landed in the stagnant duckpond, said in rallying to be the smelliest pond in Wales. Peter Jones, had a puncture on the second selective and drove four miles on a Mini's and a prayer, whilst Roger du Crocq-Slip rolled on this section with Don Kettleborough going off as well.

After the second petrol halt came one of the longest unbroken stretches in modern night rallying. With any other venue one would have a series of go sections regularly interspersed with quiet or neutral zones, but here it was all go. The spectators were still there despite the rain, the lucky ones sitting in cars, the less lucky ones (and, of course, the marshals) enduring penetrating rain with almost masochistic determination. Both Russell Brookes and Kevin Videan were having a lurid time on tyres that started with tread but which had become progressively less tready as the night went on, so that when the rains came it was all a little fraught. Frank Pierson had a wiper blade fold around itself and carried on peering through limited areas in his screen—this after trouble with a broken manifold which had to be welded up. Bryan Thomas also had a broken exhaust but was less lucky, having to ease right off both to save noise and also because the fumes were affecting the crew. Rodney Badham hit a rock with tremendous force but scarcely marked the car. Richard Hudson Evans went out with a broken gearbox, whilst Richard Edwards had an uneven run save for a wheel coming off on his new RS1600 finished only the morning of the event. Both Chris Bevnor (Escort TC) and Roger Davies (Escort RS1600), almost the ancient and modern of Welsh rallying had clear runs, though Alan Jenkins in the B-1 RS1600 retired with a broken exhaust.

Esso contributed towards the prize fund and in many ways set a seal of perfection on an event which I only wish the dismal jimmies could have seen. For the Welsh folk an event like this is a vital occasion in their lives. The future of road sport does not lie in curbing or controlling; it lies in catering for the needs of everyone who wants to be involved.

MARTIN HOLMES

Telfy Valley Motor Club Cilwendeg Rally

September 15-16, 1973

1. Nigel Rockey Paul White 1.7 Ford Escort RS1600; 24 m 31 s. 2. Russell Brookes/John Brown 1.6 Ford Escort Mex 01; 42 m 33 s. 3. Martin Clark/David Stephenson 1.6 Ford Escort RS1600; 43 m 04 s. 4. Kevin Videan Peter Vaughan 2.4 Daimler 2402; 48 m 11 s. 5. Bob Bean Alan Greenwood 1.6 Ford Escort Mexico; 51 m 19 s. 6. Chris Bevnor Lyn Andrews 1.6 Ford Escort TC; 51 m 32 s. 7. Roger Davies John Morgan 1.6 Ford Escort RS1600; 53 m 42 s. 8. John Edwards-Parton Don Davidson 1.6 Ford Escort Mex 01; 56 m 46 s. 9. Alan Conley Martin Holmes 1.0 Can Crusader; 57 m 43 s. 10. Frank Pierson Colin Francis 1.3 Vauxhall Viva; 58 m 35 s.
Semi-entrant: Terry Kaby Terry Hughes 1.1 Min Cooper; 71 m 18 s.
Mexico: David Harper/Martin Thomas 1.1 Mini Cooper S.
Selective results
31 Lanes between Llandysul and Ponceder 100 per cent tarmac 22 m.—1. Edwards-Parton 1 m 03 s. 2. Rockey 1 m 10 s. 3. Bean Brookes and Clark 1 m 15 s. 4. Davies 1 m 28 s. 5. Bevnor 1 m 38 s.
32 Mountain road through Brechfa forest and lanes NW Carmarthen 90 per cent tarmac 40 m.—1. Rockey 5 m 08 s. 2. Clark 5 m 24 s. 3. Brookes 5 m 35 s. 4. Videan 5 m 57 s. 5. Pierson 6 m 35 s. 6. Rod Badham/Neil Wilson 1.0 Can Crusader 6 m 38 s.
33 Lanes around Newburgh 100 per cent tarmac 36 m.—1. Clark 2 m 30 s. 2. Brookes 3 m 05 s. 3. Rockey 3 m 40 s. 4. Videan 3 m 43 s. 5. Badham 4 m 48 s. 6. Edwards-Parton 4 m 59 s.
34 Lanes SW Carmarthen 100 per cent tarmac 23 m.—1. Rockey 2 m 53 s. 2. Clark 2 m 57 s. 3. Brookes 3 m 04 s. 4. Videan 3 m 15 s. 5. Davies 3 m 21 s. 6. equal Bevnor and 6. Gwynne/Terry Thorp 1.6 Ford Escort Mexico 3 m 30 s.

Bob Bean Alan Greenwood finished fifth in the Service Garage (Barnsley) Ford-Sure Mexico.



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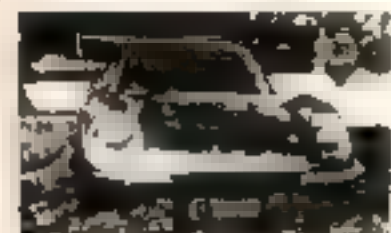
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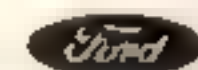
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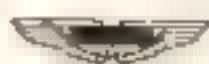
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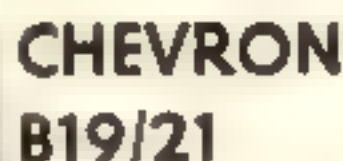
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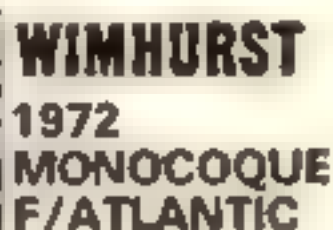
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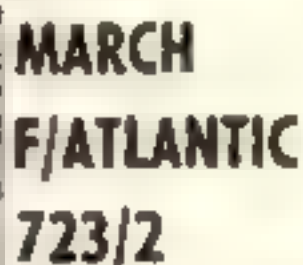
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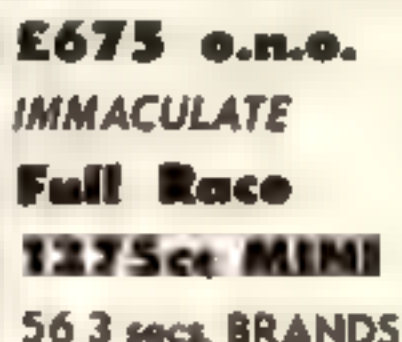
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3 MAE flywheel	each 13	NEWLAND GEARBOX PARTS	
3 PVA flywheel	14	1 M4 1/2 ratio box	
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4 Yogan and F3 pistons	420	1 FF adaptor plate new	
1 set old BDA valves	110	10 new adaptor plate 1/4	
1 set 3 main bry caps. new	515	1 pair FT2000 main plates	
1 TAC lift ded crank	120	1 pr M4 1/2 shaft 47/16in	
1 twin plate clutch 1/4	110	1 FT200 clutch shaft	
1 single plate clutch 1/4	112	1 new M4 1/2 main cam track	
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1 up and over new 1800 4 flow		1 104 FT special forks	
pump	520	1 pr FG of shafts	
1 F2 PVA mesh fuel pump	120	1 FT and cover	
1 Lard welding unit	115	1 1/2 FT2000 carb	
1 F3 air box	65	1 U 1/2 FT2000 carb	
1 30 deg MAE pump	65	1 FF rev sliding gear	
1 1/2 3rd steel T C crank	425	1 M4 1/2 new roller gear. new	
1 old 1300i Export 5 and new	410	1 M4 1/2 main cam plate	
4 PVA pistons	410	1 M4 1/2 clutch thrust bry. new	
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1 set Dunlops. suit 10 and 12	470	1 Tan FF alloy bag tank	
1 set BT 1/2 x 13 7 1/2 x 13	420	1 Lotus 41 end	
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1 pr 11 3/8 x 13 1/2 BT4	630	10 pr spring all rated per pr	
1 pr 11 3/8 x 13 1/2 BT3	630	1 pr BT38 seat up shu	
1 set Goodyear current com-		1 pr BT38 steering tie rods	
pond Fr Atlantic size	130	2 BT38 anti-roll bars new each	
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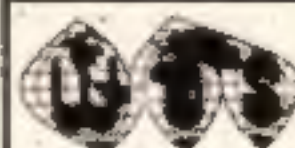
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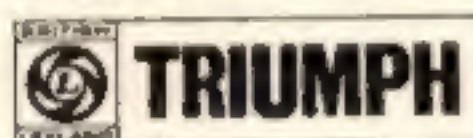
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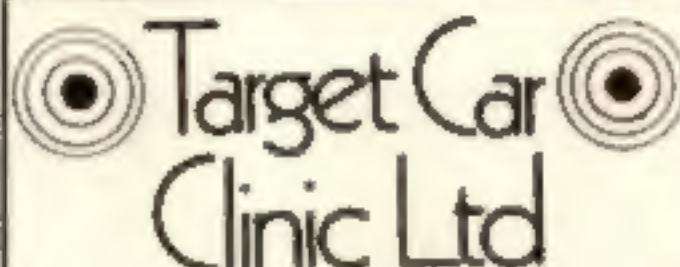


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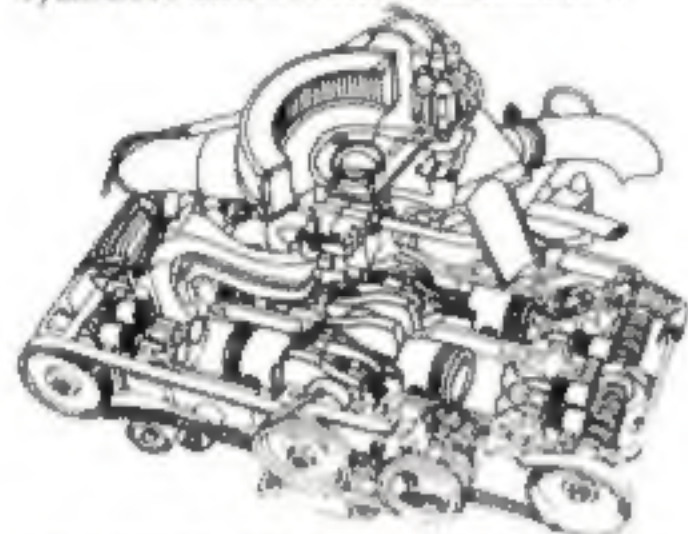
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